

ALL HANDS



AUGUST 1974



ALL HANDS

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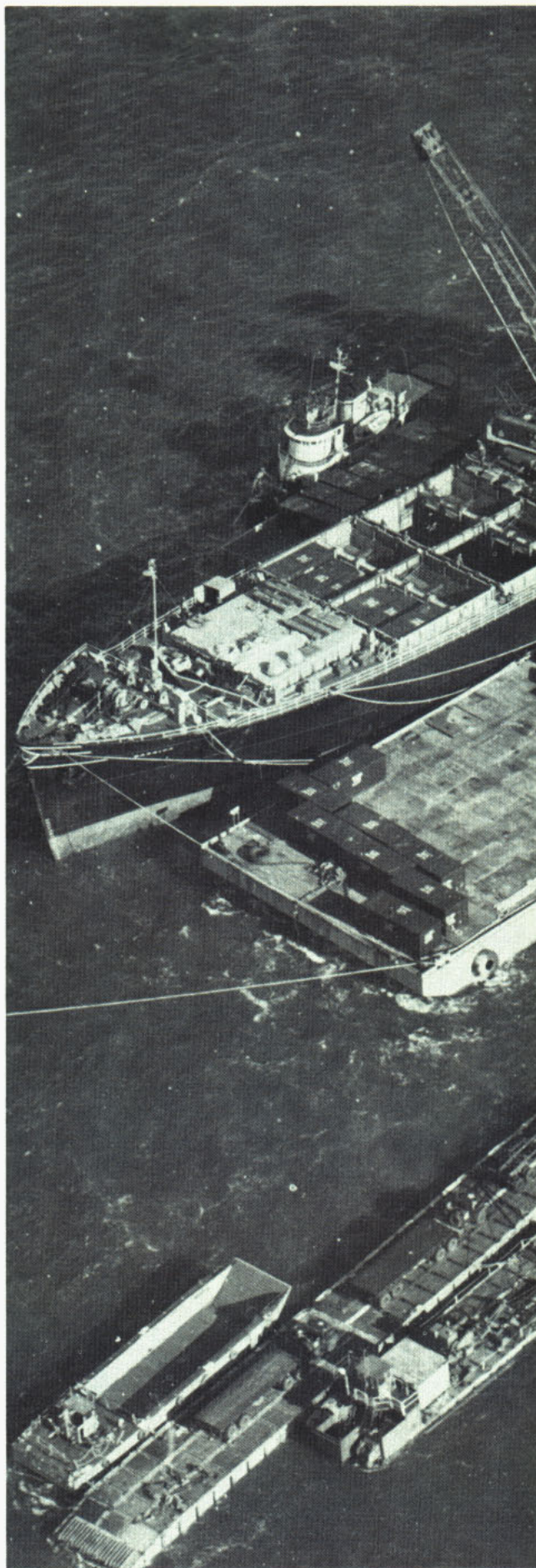
FRONT COVER: An A-6 Intruder attack aircraft provides in-flight refueling to an RA-5C Vigilante attack aircraft of Reconnaissance Attack Squadron Nine (RYAH-9).

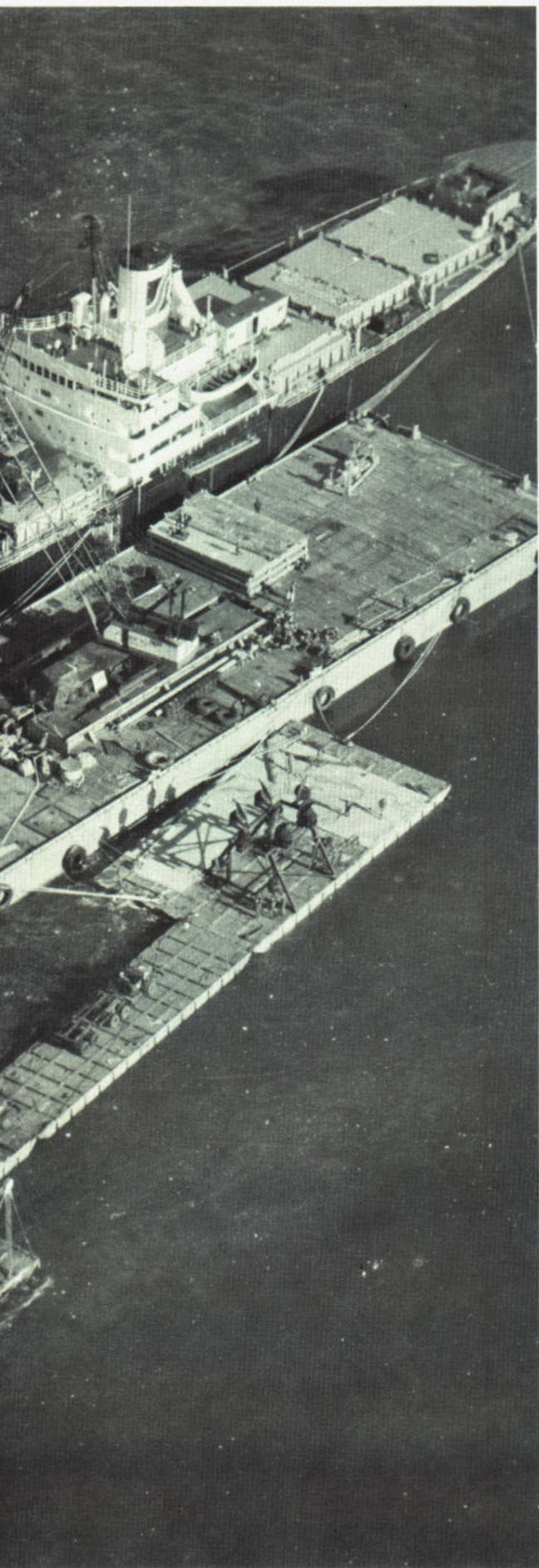
BACK COVER: Scenic photos of America by DM2 Ken Cassady and JO2 Jim Stovall.

AT LEFT: PLOTTING THE FALL by triangulation. A quartermaster calculates the gunner's accuracy by triangulating the shell splashes. The triangle is plotted from negatives taken on the firing ship and the towing vessel.

CEL

**WHERE
ALL
THE
CHIEFS
ARE
INDIANS**





Somewhere in the mid-Pacific, a huge platform floats on many tubular legs. It looks like a rectangular, treeless island. The platform has a surface area about as large as 84 football fields. Three aircraft carriers the size of *Enterprise* could dock along one side of it. Jet aircraft can be set down on its broad deck. In the levels sandwiched under the deck are shops and repair facilities, housing for the men who staff the platform, a fully equipped hospital — in fact, everything that can be found in an advanced naval base.

And if that is not enough to make this floating Navy base unique, the whole thing, including the tubular buoyancy units that keep it afloat, is made of concrete.

Sounds like the dream of a modern Jules Verne? Yes, and the Jules Verne happens to be the Civil Engineering Laboratory of the Naval Facilities Engineering Command. Technically the concept can be executed when a requirement should emerge in the future. A one-tenth scale model of one of the units that might make up this conceptual base is currently floating in Port Hueneme harbor, Calif., where CEL is located.

What has a research and development laboratory got to do with real life, the kind of life the average Navyman leads at sea and ashore? It touches him in many ways. He is probably unaware of many of those ways. Most of the improvements in equipment, the new devices, tools and instruments he encounters had their origin in an "R&D" lab. And 10 to one the engineer in charge got at least one barked knuckle or a pair of greasy jeans out of it.

Many people tend to think of a laboratory like CEL as an ivory tower, a sort of think-factory where the professionals never get their hands or the seat of their pants dirty doing down-to-earth work. But this is far from the truth. The Navy's Civil Engineering Laboratory is a good example of how the engineer and the scientist become physically involved in translating their ideas into practical products or systems that improve the overall effectiveness of the Navy.

Dr. Howard Gaberson crawls out from underneath his modified bulldozer, his coveralls liberally smeared with dirt and grease, his hands looking like those of a mechanic who has just completed a particularly messy lube and oil change. Gaberson is a Senior Project Engineer at CEL. He is developing a novel propulsion concept that uses rotating eccentric weights to provide forward motion. Properly known as the Thrust Doubler, his machine has been variously referred to as the "pogo stick," the "jackrabbit," and the "grasshopper" because of its peculiar hopping movement. But it can push or pull with double the force of tracked vehicles

CEL participates in OSDOC exercises.

while using less engine power. Gaberson says "We propose to equal the bulldozer, and on some jobs to outperform it, with a vibratory locomotion system that will be one-half the weight and use one-third the power."

Dr. Gaberson's wondrous machine may some day become a piece of equipment in the construction world of tomorrow.

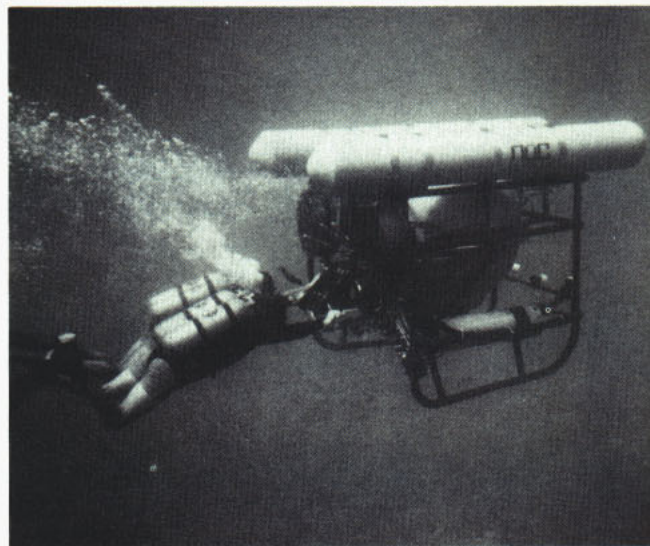
In undersea construction work, CEL's professional people are involved in a number of projects that can affect the seagoing Navyman, and in almost every case, the Project Engineer draws up the first design, turns the first wrench, and personally tests the first piece of hardware. CEL developed a new heating source for divers. The heat is generated from the electrochemical formation of magnesium hydroxide in seawater. Magnesium gases and hydrogen gases are formed when magnesium reacts with seawater. This reaction is speeded up when the magnesium is electrically connected to a cathodic material, such as iron. Tests of this unique diver heating system showed that it is possible to provide 2000 thermal watts for eight hours.

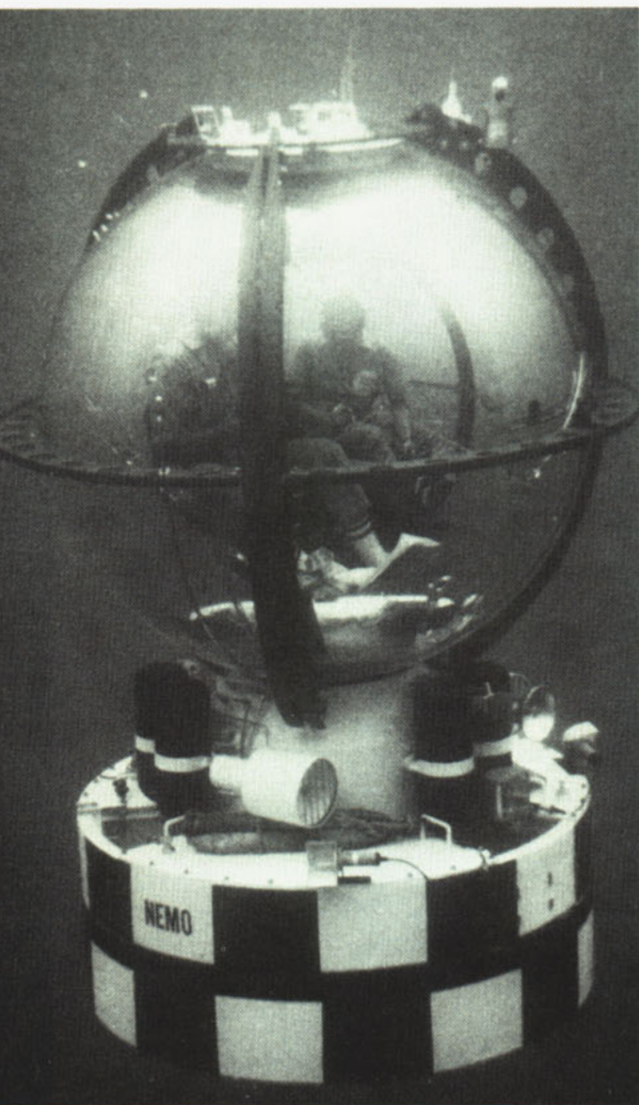
The Laboratory has also taken part in the design and development of undersea tools for divers. Among these are power saws, power drills, and impact wrenches. During the test and evaluation phase of projects like these, the engineers frequently dive side by side with enlisted Navy divers.

Chances are most Navy men will be involved in a salvage or rescue operation at some time in their careers. Chances are even better that the operation will bring them into contact with CEL's work in the salvage lift system field. The Laboratory has assisted in the development of the currently used 8.4- and 25-ton pontoon lift systems. It developed a salvage system with which one diver can operate the lift-assist device to recover objects weighing up to 650 pounds. Using hydrazine technology, CEL developed a gas generating system that can supply buoyancy for 100-ton salvage lifts, and is currently developing a one-fourth scale working model of an extended depth salvage system. The model will be capable of recovering objects weighing as much as 1000 pounds from depths to 2500 feet. It is expected that the full-scale system will be able to retrieve loads weighing up to 25 tons, from depths to 20,000 feet.

As Deputy Program Manager for the Navy Environmental Protection Data Base, CEL is deeply involved in environmental work. The Data Base is a navywide watchdog for pollution, its purpose being to gather data to show the extent to which the environment is affected by ships, aircraft and shore facilities. Nearly 40 of the Laboratory's professional engineers and scientists are directing projects that affect the quality of our environment, both at sea and ashore.

The Navy is developing systems for transferring liquid wastes from docked ships to shoreside treatment facilities. Couplings and hoses are a vital part of any





such system, and CEL has evaluated and field-tested different types of hardware for this purpose.

The Navy has, from time to time, had serious problems with oil spills. In this area, CEL's environmental experts have made many valuable contributions. The Laboratory designed and built a portable oil suction head for use in cleaning up harbor oil spills. The device proved to be so effective that a license was granted for it to be manufactured and sold commercially. For larger spills, CEL has designed hardware for containment booms, and has assembled and tested complete systems for oil spill recovery. In a recent test of the most promising of these systems, 75 gallons of oil were deliberately spilled in Long Beach Harbor. The recovery system was successful in cleaning up all but one quart of the oil.

Other environmental projects affecting the Fleet include systems for the treatment of oily wastewater, such as that collected from ship's bilges, solid waste handling, and ship waste offloading systems. Here again, the "ivory tower" specialist is likely to find himself covered with soot on a boiling hot rooftop, or breathing the sweet fragrance of a sewage holding tank, or wading knee-deep in the muddy bed of a polluted stream.

The Navy has a need for small, helicopter- or ship-deployed buoys that will act as flotation platforms for a new navigation system. These buoys will provide an accurate grid system during minesweeping operations. For this purpose, the buoy must indicate a geographical point with much greater accuracy than has been possible up to now. Minimum buoy motions must be maintained during conditions of high current and sea states, and in a wide tide range. The buoy system must also be lightweight and easy to handle.

The problem was assigned to CEL. The Laboratory studied all the angles, then drew up specifications for a prototype system, which was ready for at-sea testing by the spring of 1974.

Anchoring is another feature of interest to all Fleet units, and CEL has made some important progress in this area. The Laboratory developed an anchor that uses a vibratory embedment concept and can be used from dynamic positioned (maintaining position by means of a power source), or anchored work platforms in water depths to 6000 feet, attaining holding capacities of 24,000 to 40,000 pounds.

For anchoring Navy equipment with loads to 20,000 pounds in water depths to 20,000 feet and in seafloors from soft clay to basalt, CEL developed a propellant-actuated direct embedment anchor. This system uses a

Facing page, top to bottom: 50-ton SEACON, an unmanned concrete structure for sea bottom research; CAV (Construction Assistance Vehicle), the undersea "pickup truck;" the BTV (Buoyancy Transport Vehicle), an undersea "forklift." Left, above: NEMO, an acrylic plastic undersea capsule for manned observation. Left: Oil spill cleanup outfit, one of several tested.

modified Army surplus 90mm gun, which allows the system to be expendable. The anchor has been tested many times. In the most significant of these tests, it held more than 100,000 pounds when embedded in basalt. This is more than enough holding power to anchor a heavy cruiser in a single point swing moor—although that is not its normal usage.

When he is ashore, the Navyman will see more evidence of the results of CEL's research and development effort. The freshly painted Navy Exchange at a south Pacific base will remain spick and span for a much longer period of time because of algae/fungi resistant paint coatings developed by CEL chemists.

The isolated Navy communications station will operate more efficiently because the operators will be able to control their power quality by the use of power transient monitors developed by CEL, and the application of commercially available transient suppressors tested and evaluated by the Laboratory's electrical experts.

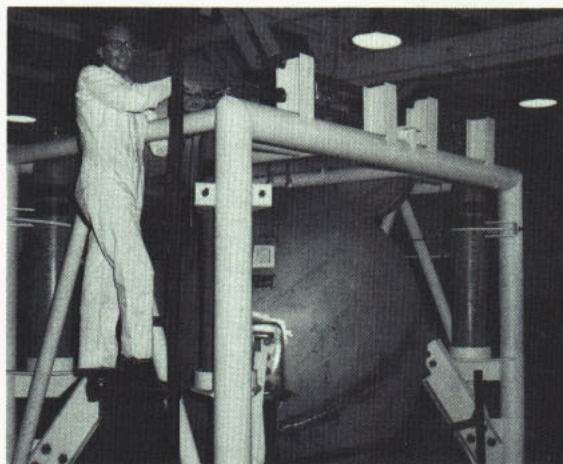
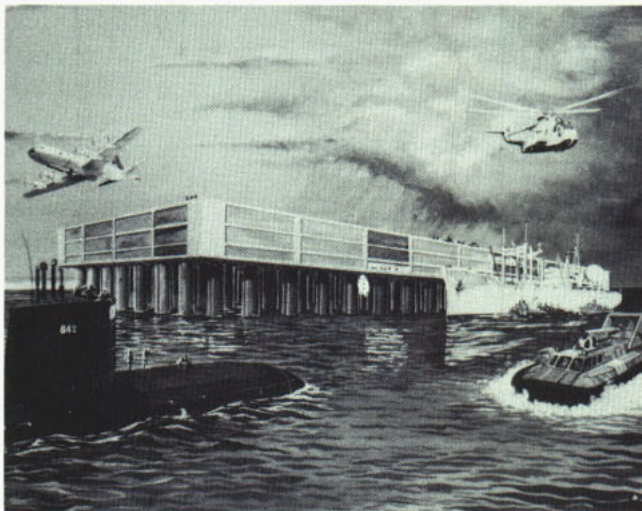
The wooden pier pilings used at some harbors will last longer and be more resistant to marine borers because of improved preservatives developed by CEL scientists.

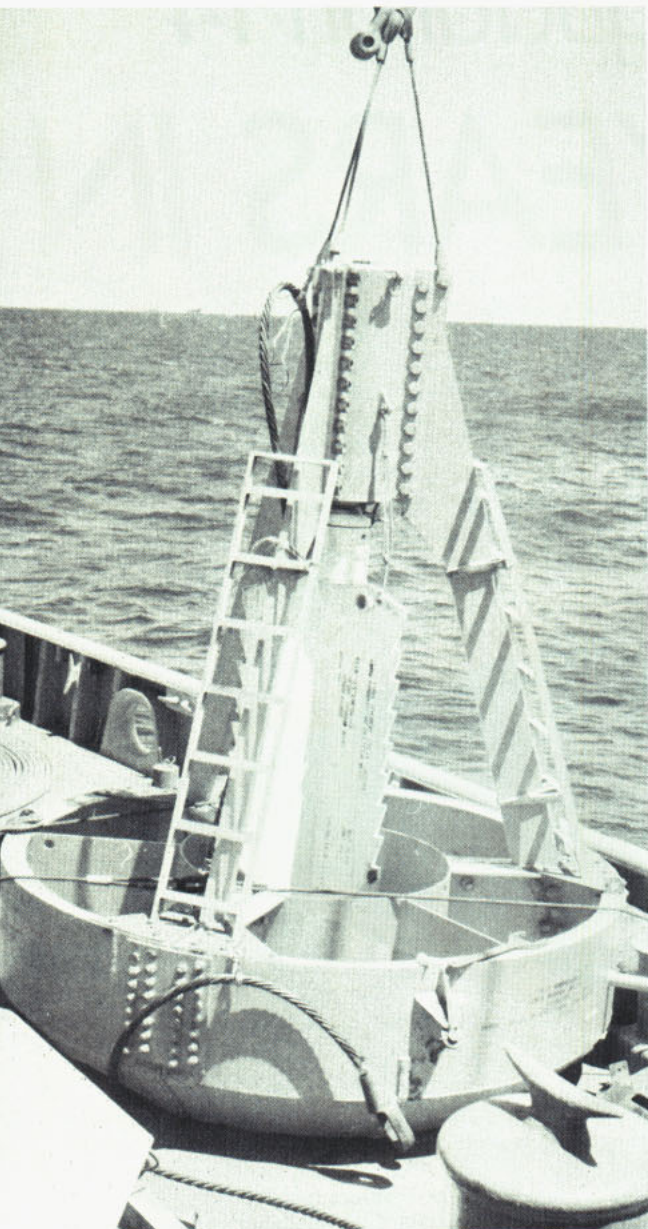
Naval personnel and facilities in forward areas can be protected faster and more effectively by a modular system of fiber glass panels with honeycomb aluminum centers, designed and tested by the Laboratory as an improvement over the customary sandbags.

Aircraft will be able to land with greater safety and braking control on Navy airstrips improved with a porous asphalt friction course surfacing that drains off the standing water during wet seasons. CEL is developing design guidelines and construction specifications for this type of surfacing.

These are only a few of the many projects, both major and minor, in which Navy research and development, as exemplified by the Civil Engineering Laboratory, is helping to improve the comfort, safety and efficiency of today's Navyman. And in nearly every case, the project manager becomes a dual personality . . . the man behind the desk and the man in the greasy coveralls.

The same thing applies to the so-called "glamor" projects, of which CEL has had its share. Perhaps the best known of these is NEMO (for Navy Experimental Manned Observatory). NEMO is an acrylic plastic capsule that can take two men to a depth of 600 feet in the ocean, and provides 360° visibility for undersea observation. NEMO is made of 12 plastic pentagons, shaped to assemble into a sphere, and cemented together with an epoxy adhesive. The capsule is 66 inches in diameter, with walls two and one-half inches thick. It is equipped with life support, power, communications and vertical mobility systems. A model capsule withstood more than 100 simulated dives, ranging in depth from 225 to 2400 feet, before being pressurized to





destruction. A full-scale model finally imploded at a simulated depth of 4150 feet, which provides a wide margin of safety from the operational depth of 600 feet. Many of the tests that led to certification of the NEMO hull were conducted in CEL's large pressure vessel, which has an inner diameter of 72 inches and can simulate ocean pressures to 12,000 feet.

In the Laboratory's SEACON (for Seafloor Construction) program, many sea bottom construction experiments were combined in the fabrication and emplacement of a 50-ton concrete unmanned structure in 600 feet of water on the Pacific seafloor off Santa Barbara, Calif. The one-atmosphere (sea level) structure consists of a concrete cylinder capped by hemispherical concrete ends to form an enclosure 20 feet long and 10 feet in diameter, with walls nine and one-half inches thick. A personnel hatch was installed at one end, and an acrylic viewport at the other. Two independent data acquisition systems were installed to monitor the instant and long-term pressure effects on the hull, and a closed-circuit TV unit provides visual monitoring of the instruments.

SEACON I remained on the bottom for 11 months. When it was brought to the surface, it was found to be practically leak free, and all systems were operating. This experiment demonstrated the Navy's ability to construct and maintain operating facilities on the outer reaches of the continental shelf, and considerably advanced seafloor construction technology.

CEL ocean engineering specialists designed and developed a Construction Assistance Vehicle (CAV), which has been unofficially called an undersea pickup truck. It can ferry divers, tools and equipment to and from undersea salvage and construction sites. CAV was designed for submerged cruising at 2.5 knots for more than four hours, at depths to 120 feet. It is operated by a diver pilot and co-pilot.

The term "research and development" covers a broad spectrum of activity — from simple workaday tasks to a plunge into the fantasy world of tomorrow. But without it, the Navy would stand still. It is research and development that improves and advances all naval operations, at sea and ashore, and thus directly affects the life of every Navyman. The Civil Engineering Laboratory has its specialties. Other Navy labs have theirs. Together, they form an outstanding community of experts dedicated to making our Navy the best and most cost-effective fighting force in the world.

— Ray Darby

Facing page, top to bottom: Artist's conception of MOBS (Mobile Ocean Basing System), a floating base for fleet support; this CEL engineer developed an automatic blade leveling system for roadgraders; the research and development expert is as likely to be found behind a wrench as behind a desk. Left: CEL engineer Frank Brier pedaled around the world in 10 seconds flat (at the South Pole). Left, above: CEL is developing direct embedment anchors for deep-sea salvage and rescue work.

Fighter Squadron 14

55 YEARS IN

The oldest active air squadron in the United States Navy, Fighter Squadron 14, whose record of continuous service goes back to September 1919, has reported aboard NAS Miramar, San Diego, from NAS Oceana to begin transitioning to F-14 *Tomcats*. Before VF-14 and her sister squadron VF-32, also from Oceana, complete their training in September, the "Tophatters" will celebrate their 55th birthday.



NAVAL AVIATION

VF-14 has, in 22 different types of aircraft, operated from 16 different aircraft carriers, plus several battleships, and has been commanded by 50 naval aviators. The squadron has numbered among its skippers such naval giants as Admiral A. W. Radford, who was Commander in Chief, U.S. Pacific Fleet and later Chairman of the Joint Chiefs of Staff; Vice Admiral G. F. Bogan, Commander Naval Air Force, Atlantic Fleet; and Admiral F. P. Sherman, top planner during World War II under Admiral Nimitz, who later became Chief of Naval Operations.

The Tophatters flew patrol and observation missions in the squadron's early years, and have flown scouting, attack and fighter missions since becoming carrier based. Based initially in San Diego, the squadron flew R-6L torpedo bombers. When not based ashore, the crew often installed pontoons on their aircraft and operated from battleships.

The Tophatters, then Fighter Plane Squadron One, were the second to carrier qualify, flying from USS *Langley*, and establishing a record for carrier landings

in one day. Flying TS1 aircraft, they completed 127 landings by the end of the operations.

At this time the tophat was chosen as the squadron insignia, and it remains so to the present. During that

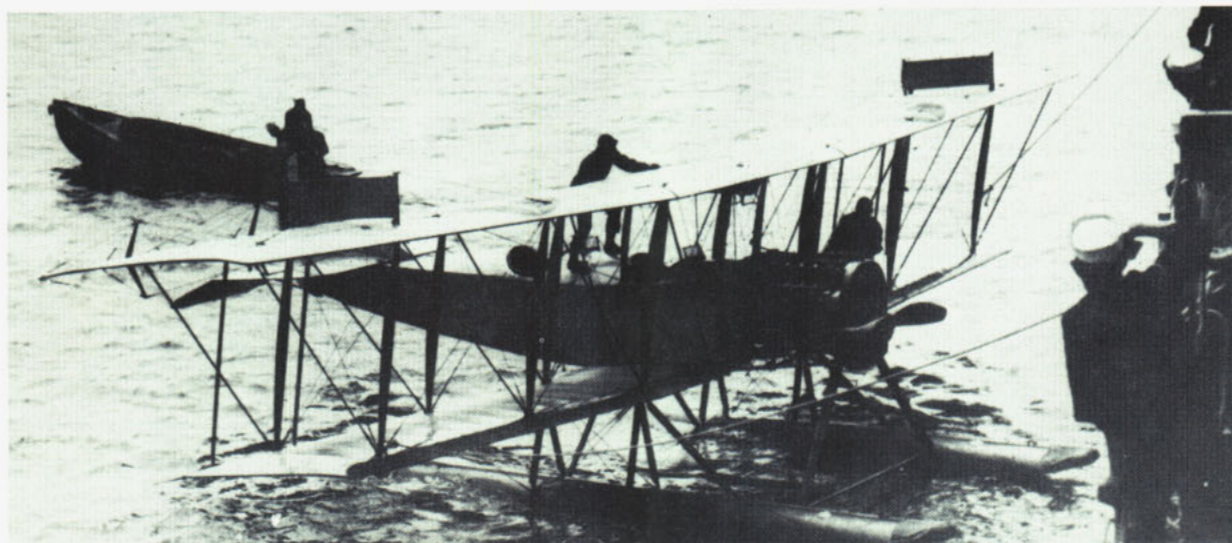
THE AIR

decade the squadron was permanently assigned to USS *Saratoga*, beginning as a fighter squadron and ending as a bombing squadron flying FB-5, F-2B, F8C-4, F-11C2 and BFC-2 aircraft.

The Tophatters proved to be a formidable foe during World War II. While aboard USS *Ranger*, the squadron provided air support for the invasion of North Africa in November 1942. During the four days of the invasion,



Various aircraft that have served with VF-14 include the FB-5 (top) of World War I vintage, the R-6L torpedo bomber (middle), and the carrier-based Dauntless (below) that struck Nazi targets in Norway in 1943.

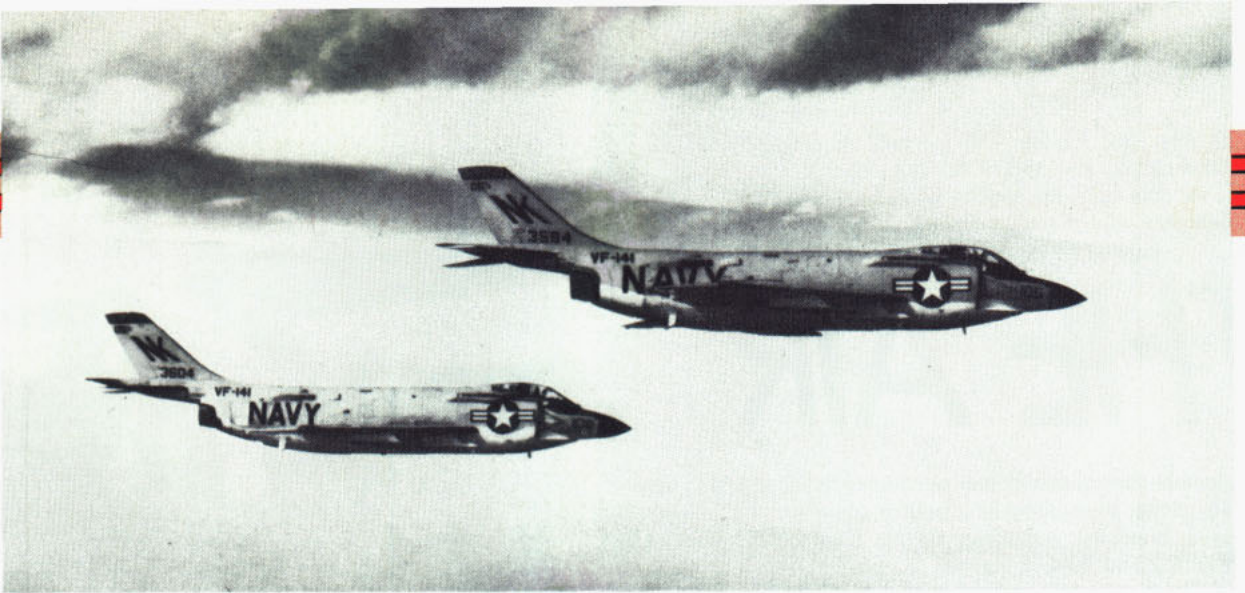


pilots destroyed 16 enemy aircraft. In the spring of 1943, the Tophatters provided air cover for SS *Queen Mary* when she carried British Prime Minister Winston Churchill to Quebec for his meeting with President Franklin Roosevelt. Flying the SBD *Dauntless* dive bomber, the squadron participated in the first American naval air strike against German forces in Norway in October 1943. They destroyed 40,000 tons of enemy shipping in Norway's inner channel at Bodo Harbor, Alter Fjord and Kinna Head.

In 1944 the squadron transferred to the Pacific Fleet and went into action in the Leyte campaign aboard USS *Bunker Hill*. The squadron then operated in the South China Sea and Formosa area aboard USS *Essex*, and participated in the Iwo Jima campaign and the first naval carrier strikes on Tokyo. The unit completed its Pacific combat operations with strikes in Okinawa.

After service aboard USS *Tarawa*, flying F-4U *Corsairs*, they were designated their current VF-14, with an all-weather mission. To better accomplish this mission, they transitioned to jets, flying the F-3D





Skyknight all-weather fighter and, later introducing the F-3H *Demon* into the Navy.

VF-14 has been assigned to NAS Oceana since January 1966 but deployed to the Pacific Fleet for air strikes and supporting missions against military targets in North Vietnam. When USS *John F. Kennedy* was commissioned in 1968, the oldest naval squadron found itself assigned to the newest naval carrier. Together they celebrated, the following year, the first anniversary for *Kennedy* and the 50th for the Tophatters.

Still in the naval forefront as she finishes her 55th year of active service, VF-14 is just back from her fourth Mediterranean cruise aboard *Kennedy* and participation in a major scale NATO exercise which took the squadron from the sunny Mediterranean to the

frigid temperatures of the North Sea.

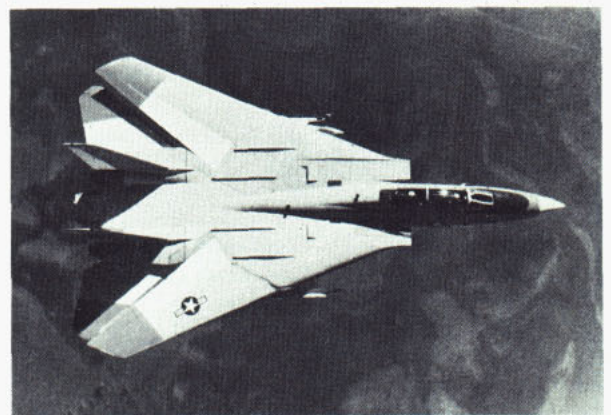
Together with VF-32, they will introduce the F-14 to the east coast. They are at Miramar with a nucleus of maintenance crews, and plan to transition 14 aircrews apiece in the *Tomcat*. Some of their pilots have already "flown" the simulator, and all are eager to get their hands on the real thing.

Says Commander John T. McHugh, skipper of VF-14, "The process of transitioning to a completely new aircraft is an exciting and challenging undertaking. In the F-14 we have the finest fighter aircraft in the world. It has overcome many of our former shortcomings and provides us with a full spectrum of weapons capabilities."

Upon completion of F-14 transition, the squadron will return to NAS Oceana, rejoining the Atlantic Fleet and completing carrier "quals" aboard *Kennedy*.

— Evelyn K. Lowe

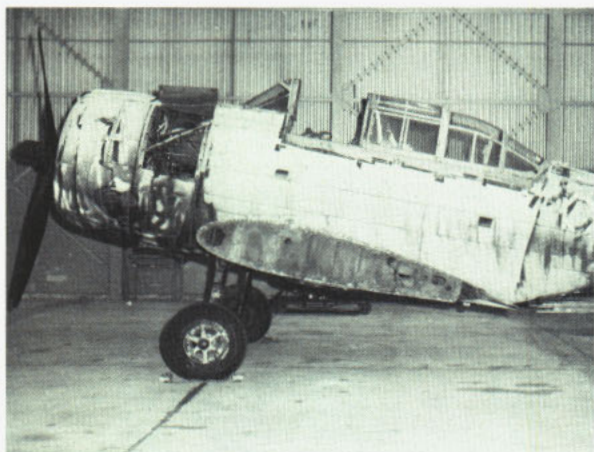
Top: Among VF-14's first jets to be acquired was the F-3H *Demon*. Left, below, and bottom: The newest piece of hardware to join the squadron is the sleek, swing-winged F-14 *Tomcat*.





RESTORERS OF HISTORY AT NAS WHITING FIELD

From Dingy to Dauntless



Renovating a used-up, pre-World War II dive bomber isn't easy. Twenty men of Training Squadron Six can tell you because they did just that when the Naval Aviation Museum in Pensacola asked for help in restoring some old planes.

"Used-up" was an understatement. The Douglas *Dauntless* (SBD) arrived at NAS Whiting Field wingless, full of holes and dents and almost completely covered with black preservative. Undaunted, the VT-6 volunteers pitched in, determined to make a first-class job of it — changing it from a dingy relic back to its original beauty.

First they had to get all that black gunk off. Solvents did the trick, although it was a long, dirty job. Then the aircraft had to be taken down to bare metal — not so easy since she had seven coats of paint, the last enamel. (Someone said the enamel was for a bit part in the movie *Tora, Tora, Tora*, but whether the VT-6 crew had a movie star on their hands was not verified.)

The control surfaces were then removed. This was a



Before: A dingy and dilapidated Dauntless arrives at VT-6 for restoration (left): **After:** A spotless old veteran in her pre-World War II markings stands out dramatically in the hangar (above).

delicate job since they were made of linen. The parts were carefully cleaned, patched and set aside to be replaced later.

Next, they went to work on the SBD's body. Holes were filled and dents pounded out. Some exterior pieces were missing, so they had to fabricate a set of landing gear and doors. They also had to make a section of the plane's underbelly and a part of the vertical stabilizer fairing. The plastic canopy was so badly damaged it had to be completely replaced. A coat of primer followed.

Meanwhile, others were tearing into her engine.

NAVAL AVIATION



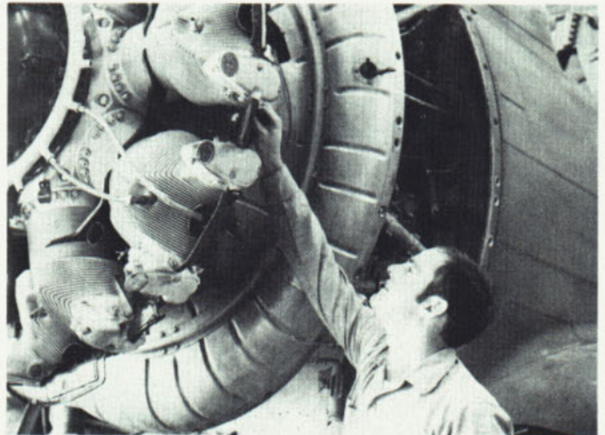
Every component was removed, blasted, cleaned and reassembled. Although the engine would never run, it at least looked as if it could.

The wings (which, it turned out, were removed for shipping) arrived in typical “used-up” condition. Some of the dents in them were 10 inches deep and almost two feet long. They got the same treatment as the body — cleaning, stripping, pounding out and priming.

Finally, *Dauntless* was ready to be put back together. The wings were attached, control surfaces on the wings and tail section were replaced and her engine was hoisted into place. She was in one piece again.

A paint job to match the original — blue with gray underbelly — was applied. The final touch was made when her pre-World War II markings, a white star in a red circle, were painted on. She looked like a Douglas *Dauntless* again.

The VT-6 volunteers spent over 1600 spare-time hours restoring the old plane, but for these airmen it was like helping an old friend. They were rewarded by seeing her like new again, and by having a brass plate with their names engraved attached to her.



Rigorous tasks of cleaning and repairing the *Dauntless* were enthusiastically performed by the restoration crew, such as cleaning tail assembly (top), stripping paint from wings (above), and refitting radial engine (right). Below right: A proud crew stands before a proud symbol of the Navy's past.



ON THE AIR-SEA RESCUE TEAM

Helo Plane Captain

The 1-MC suddenly shrieks: "Man overboard, starboard side; man overboard, starboard side." The ship jumps to life as all hands dash to their man overboard stations. Each has the same thoughts: Who is it? Will someone be able to spot him in the water? What are his chances for recovery?

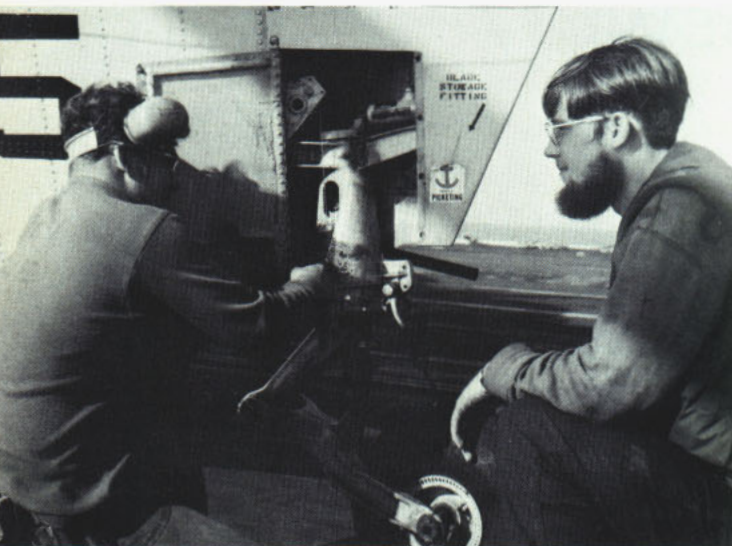
If his ship has a helicopter detachment embarked, or is lucky enough to be in company with one that does, his chance of being plucked from the water is very good.

It's not an accident or lucky chain of events that enables a Search and Rescue (SAR) helo to start, engage rotors and launch in a matter of minutes when

a man goes over the side. The cool professionalism of the pilot-aircrew team is one reason, but there is another less well known, but just as important, part of the team — the plane captain/LSE (landing signalman enlisted). This helicopter lineman is an absolutely vital part of every man overboard or emergency situation requiring an immediate SAR helo launch. These minutemen of the squadron miraculously appear whenever they're needed to remove exhaust

Being a helo plane captain demands constant checking and rechecking the aircraft so its next flight will be successful.





Left: An airman undergoes a minimum of one and a half months of intense training before taking plane captain and LSE test. Above: Luminous suits are necessary for nighttime duty on the flight deck.

plugs, close engine doors and perform dozens of other necessary tasks before the helo can fly.

A plane captain/LSE's responsibilities start long before the emergency arrives, for when it does come it's too late to check a hydraulic reservoir or service a tail rotor gearbox. His responsibilities stop only after the last daily inspection is complete and the angel is ready.

The helo lineman is unique because he doesn't have the luxury of a flight schedule to tell him when his aircraft will launch. He must bear the burden of having his helo physically ready and himself mentally prepared at all times. Additionally, when he steps in front of his machine's whirling rotors, he bites off a big hunk of responsibility. He must look out for himself, others near the aircraft, the crew inside and the victim in the water hoping help is on the way.

The average age of a man working the line for the Pacific Fleet's Helicopter Support Squadron One is 19 years. He's an E-2 or E-3 striking for any of the aviation ratings, but has taken it upon himself to become a member of a team of young Navymen whose expertise has directly contributed to the saving of thousands of lives.

There are few other occupations in the Navy where a young man can combine responsibility of being assigned his own aircraft with the feeling of satisfaction when seeing the beaming face of a fellow sailor emerge safely from "his" ASR helo.

With the advent of the ADP (Aviation Machinist's Mate Propeller) rating, these diligent young airmen are being recognized as the true professionals they

are. The opportunity to advance to a line division supervisory position in a unique rating should be the steppingstone for an aggressive and intelligent individual to move directly into maintenance management.

It's a welcome rate for a deserving group and should spawn some efficient, heads-up managers aware of the complexity and flexibility involved in aircraft and flight deck operations.

— by LTJG John Nacht





PATROL SQUADRON 31

Airborne Recruiters

Recruiting tools come in all varieties, everything from buttons to posters to draw the public's attention to what the Navy has to offer. But many recruiters, like those of Navy Recruiting District Seattle, Wash., feel that something is missing — the public opportunity to reach out and touch, that is, experience the real Navy.

With this thought in mind, Patrol Squadron 31, from NAS Moffett Field, Calif., decided to give the recruiters a hand and provided more than 30 naval aviation applicants from Montana State University in Bozeman a chance to touch and experience naval aviation.

The applicants, 10 at a time, were invited to go aboard a P-3 *Orion* and learn by experience just what it is like to fly in the plane. When the crew of five arrived at Gallatin Field, Mont., they found an eager

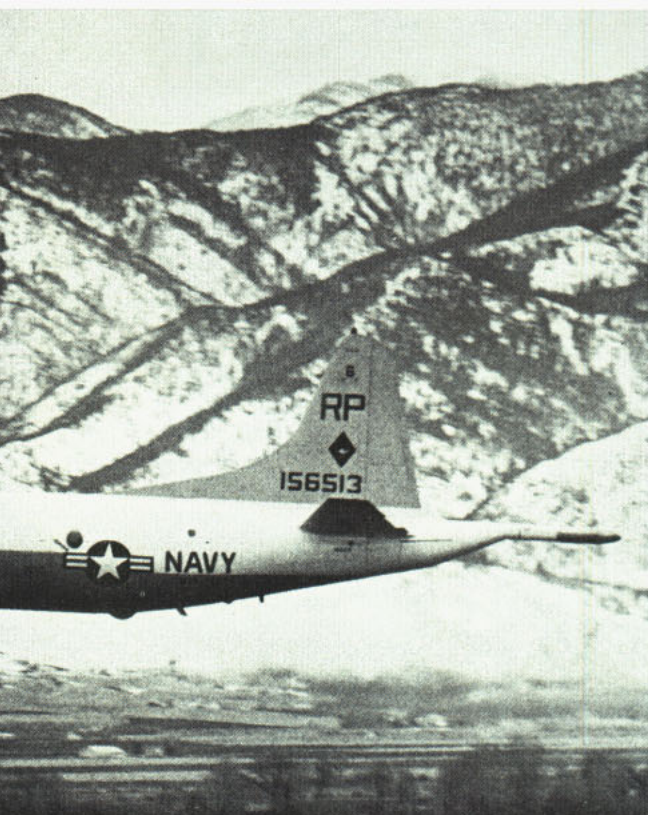
group waiting to board. During the one-hour flight for each group, which gave the applicants a mile-high view of the Gallatin Valley area, the crewmembers explained the aircraft's mission and demonstrated the importance of each man's assignment in operating the sophisticated electronic equipment used in the aircraft.

The students also learned that the P-3 has served since 1962 as the Navy's primary long-range patrol and antisubmarine warfare aircraft, that Patrol Squadron 31 is basically a combat replacement squadron, and that the unit's mission is to train new and old flight crews.

Seeing a Navy ASW aircraft in the rugged environment of Montana might be considered somewhat far out. But, as a recruiting tool, it does very nicely.

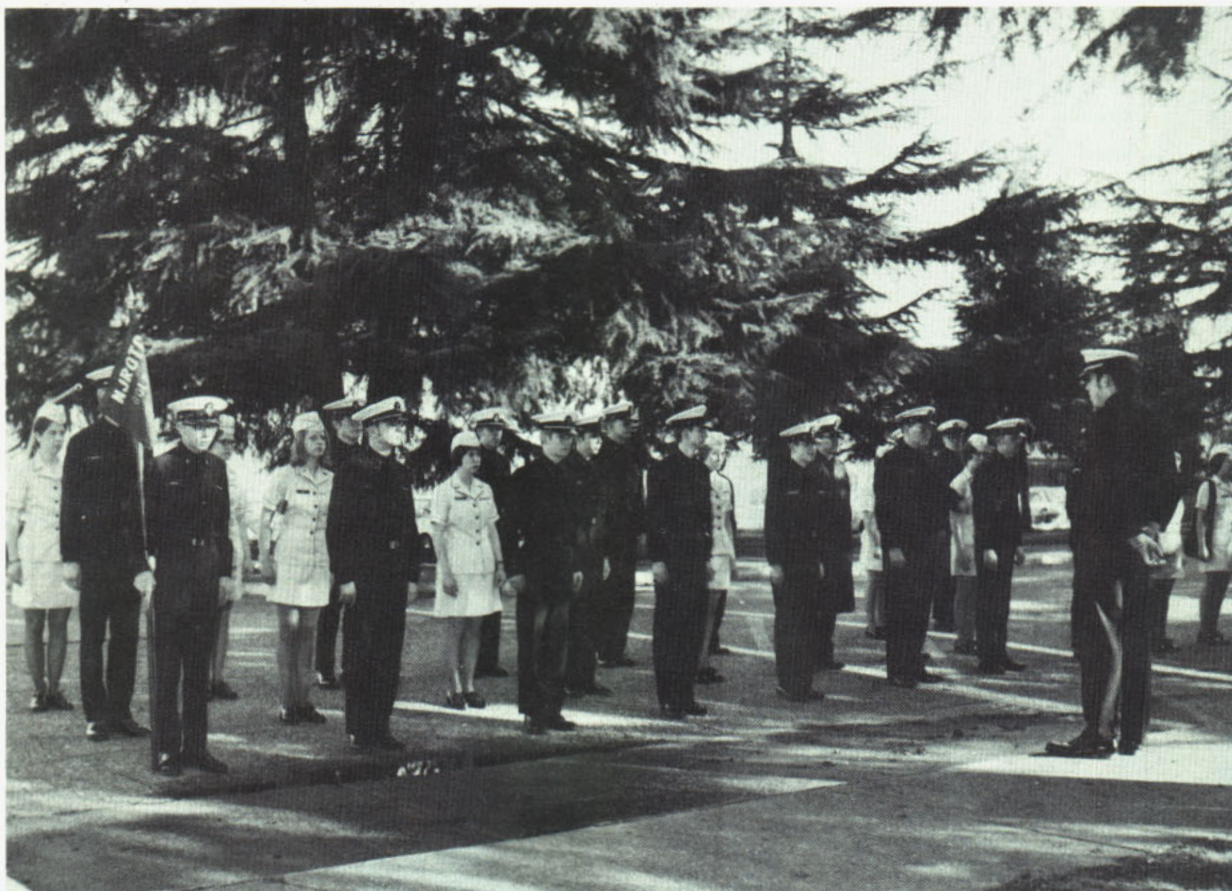
— Story and photos by PH1 J.A. Davidson, USN

Left: Navy P-3 Orion patrol aircraft takes groups of recruit applicants for a mile-high ride. Below: The flight enables applicants to observe anti-submarine electronic equipment aboard the plane.



It's Coed...

NJROTC



Sixty-one cadets — 39 males and 22 females — from Billings, Mont., have received a six-day view of Navy life during a visit to the Sand Point Naval Support Activity in Seattle, Wash., and the Naval Air Station in nearby Whidbey Island.

They came to the Puget Sound area as members of the Naval Junior Reserve Officers Training Corps (NJROTC) from Billings Senior and West High Schools. The NJROTC is designed to familiarize young men and women from high schools with Navy life and leadership and citizenship.

At Sand Point, the cadets slept in Navy barracks, ate in the mess hall and took advantage of the station-offered activities such as bowling and basketball.

After being welcomed by the commandant of the 13th Naval District, Rear Admiral Thomas E. Bass III, the cadets began an active week that included tours of an aircraft construction plant in Renton, Wash., to see Navy hydrofoils being built and the 747 aircraft production line. They also toured the Seattle Science Center, the Puget Sound Naval Shipyard and the battleship USS *Missouri* in Bremerton. The cadets got their "sea legs" during a six-hour cruise in Puget Sound aboard the Coast Guard buoy tender *Fir*.

Their week concluded with a two-day tour of the Whidbey Island Naval Air Station where they saw the Navy's attack aircraft, the A-6 *Intruder* and electronics countermeasures EA-6B *Prowler*.



THE BENEFITS YOU RATE AS A VETERAN

There are many benefits that you rate during your tour of active service in the Navy. There are other benefits you will rate in retirement. Your dependents also have rights and benefits because of your status as a member of the naval service. However, there are still more rights, benefits and services you will rate as a veteran. For a listing, see the roundup on the following pages.

VETERANS BENEFITS

Are you looking ahead to retirement? Are you getting out of the Navy soon? What are your plans? Want to go to college, buy a house, start a business? Do you need medical assistance, insurance or help in finding a job? These and other benefits are available to certain veterans and their dependents through the Veterans Administration and other agencies. The following articles take a detailed look at these benefits. Most of them may be applied for by writing or visiting your local Veterans Administration office. If the VA does not administer a particular program, where and how to apply are indicated.

Articles discussing individual benefits are arranged under the following headings: (1) Employment; (2)

Education; (3) Medical/Dental Care; (4) Loans; (5) Insurance; (6) Disability; and (7) Death and Burial; A VA Timetable (showing time limits after separation from service within which to remain eligible for certain benefits) and a list of VA offices are also given.

One important point should be mentioned here: In order for any VA benefits (except insurance) to be payable to a veteran or his dependents, the period of service upon which entitlement is based must be terminated under conditions other than dishonorable. *Honorable* and *general* discharges qualify the veteran as eligible for benefits. *Dishonorable* discharges are a bar to VA benefits. *Undesirable* and *bad conduct* discharges may or may not qualify depending upon a

ALABAMA

Montgomery 36104
474 S. Court St.

ALASKA

Juneau 99801
Federal Bldg., U.S. Post
Office & Courthouse
P.O. Box 1288
709 W. 9th St.
VAO, Anchorage 99501
Rm. 214, Loussac-Sogn Bldg.
429 D St.

ARIZONA

Phoenix 85025
Federal Bldg.
230 N. 1st Ave.

ARKANSAS

Little Rock 72201
Federal Bldg.
700 W. Capitol Ave.

CALIFORNIA

Los Angeles 90024
11000 Wilshire Blvd.
USVAC, Compton 90220
Old Post Office Bldg.
101 S. Willowbrook Ave.
USVAC, Los Angeles 90063
E. Los Angeles Service Ctr.
929 N. Bonnie Beach Place
VAO, San Diego 92101
2131 3rd Ave.
San Francisco 94103
49 4th St.

COLORADO

Denver 80225
Building 20
Denver Federal Center

CONNECTICUT

Hartford 06103
450 Main St.

DELAWARE

VAC, Wilmington 19805
1601 Kirkwood Highway

DISTRICT OF COLUMBIA

Washington 20421
2033 M St., N. W.
USVAC, Washington 20002
Room 300
25 K St., N. E.

FLORIDA

VAO, Jacksonville 32201
Post Office & Courthouse
Bldg., 311 W. Monroe St.
VAO, Miami 33130
Rm. 100, 51 S.W. 1st Ave.
St. Petersburg 33731
P.O. Box 1437, 144 1st Ave.,
South

GEORGIA

Atlanta 30308
730 Peachtree St., N.E.

HAWAII

Honolulu 96801
P.O. Box 3198
680 Ala Moana Blvd.

IDAHO

Boise (RO) 83724
Federal Bldg. & U.S.
Courthouse
550 West Fort St.-Box 044
Boise (H) 5th and Fort St. 83707

ILLINOIS

Chicago 60680
P.O. Box 8136
2030 W. Taylor St.

INDIANA

Indianapolis 46204
36 S. Pennsylvania St.

IOWA

Des Moines 50309
210 Walnut St.

KANSAS

VAC, Wichita 67218
5500 E. Kellogg

KENTUCKY

Louisville 40202
600 Federal Place

LOUISIANA

New Orleans 70113
701 Loyola Ave.
VAO, Shreveport 71130
510 E. Stoner Ave.

MAINE

VAC, Togus 04330
VAO, Portland 04111
76 Pearl St.

MARYLAND

Baltimore 21201
31 Hopkins Plaza

MASSACHUSETTS

Boston 02203
John Fitzgerald Kennedy
Federal Bldg.
Government Center
VAO, Springfield 01103
1200 Main St.

MICHIGAN

Detroit 48232
P.O. Box 1117A
801 W. Baltimore at 3rd

MINNESOTA

VAC, St. Paul 55111
Federal Bldg., Ft. Snelling

MISSISSIPPI

VAC, Jackson 39216
1500 E. Woodrow Wilson Dr.

MISSOURI

VAO, Kansas City 64106
Federal Office Bldg.
601 E. 12th St.
St. Louis 63103
Rm. 4705, Federal Bldg.
1520 Market St.

special determination made by the VA, based on the facts of each case, as to whether the veteran was separated from service under "dishonorable conditions" or "other than dishonorable conditions."

No matter what you plan to do after you leave the Navy, take a look at what's available to you and your family as a veteran. You may discover some things which will brighten your future.

Where to Go or Write for Help

For information or assistance in applying for veterans' benefits write, call or visit one of the offices listed. Veterans residing in foreign countries, except the Republic of the Philippines, should contact the nearest American Embassy or Consulate. Local representatives of the various veterans' organizations, and the Red Cross, also have information and application forms available. Be certain to supply your ZIP code in all correspondence.

GI life insurance is administered at the VA Center in St. Paul or Philadelphia. For any information concerning a policy, write directly to the VA office administering it, giving the insured's policy number if known. The insured's full name, date of birth, and

social security number should be given if the policy number is not known.

All addresses are those of regional offices unless one of the following abbreviations is used: VAO, VA Office; USVAC, United States Veterans Assistance Center; VAC, VA Center.

Unemployment Compensation

There's always a chance that upon your release from active duty you may not have a job waiting for you. If so, you may wish to claim unemployment compensation to help meet your basic needs until employment is found.

Application should be made immediately after leaving the service at the local state employment service office in the state in which you wish to file. Be sure to take along your DD Form 214 to establish your type of separation from the Navy. You will learn that, while state laws vary with regard to the amount of compensation authorized, all states require that veterans have 90 days or more of continuous active service and must have been discharged or released from the military under conditions other than dishonorable. The 90-day limit does not necessarily apply in cases where an

MONTANA VAC, Fort Harrison 59636 NEBRASKA Lincoln 68508 220 S. 17th St. NEVADA VAC, Reno 89502 1201 Terminal Way NEW HAMPSHIRE Manchester 03103 497 Silver St. NEW JERSEY Newark 07102 20 Washington Pl. NEW MEXICO Albuquerque 87101 500 Gold Ave., S.W. NEW YORK VAO, Albany 12201 Executive Park North Stuyvesant Plaza Buffalo 14202 Federal Bldg. 111 W. Huron St. New York City 10001 252 7th Ave. VAO, Rochester 14614 100 South State St. VAO, Syracuse 13202 Gateway Bldg. 809 S. Salina St.	NORTH CAROLINA Winston-Salem 27102 Wachovia Bldg. 301 N. Main St. NORTH DAKOTA VAC, Fargo 58102 21st Ave. & Elm St. OHIO VAO, Cincinnati 45202 Rm. 1024, Federal Off. Bldg. 550 Main St. Cleveland 44199 Federal Office Bldg. 1240 E. 9th St. VAO, Columbus 43215 360 S. 3rd Ave. OKLAHOMA Muskogee 74401 2nd & Court Sts. VAO, Oklahoma City 73102 200 N.W. 4th St. OREGON Portland 97204 426 S.W. Stark St. PENNSYLVANIA VAC, Philadelphia 19101 P.O. Box 8079 5000 Wissahickon Ave. Pittsburgh 15222 1000 Liberty Ave. VAO, Wilkes-Barre 18701 19-27 N. Main St.	PHILIPPINES Manila 96528 1131 Roxas Blvd. APO San Francisco PUERTO RICO VAC, San Juan 00936 Barrio Monacillos Rio Piedras RHODE ISLAND Providence 02903 Fed. Bldg., Kennedy Plaza SOUTH CAROLINA Columbia 29201 1801 Assembly St. SOUTH DAKOTA VAC, Sioux Falls 57101 2501 W. 22nd St. TENNESSEE Nashville 37203 U.S. Courthouse 801 Broadway TEXAS VAO, Dallas 75202 U.S. Courthouse and Fed. Office Bldg. 1100 Commerce St. Houston 77061 515 Rusk Ave. VAO, Lubbock 79401	Fed. Bldg. 1205 Texas Ave. VAO, San Antonio 78285 410 S. Main Ave. Waco 76710 1400 N. Valley Mills Dr. UTAH Salt Lake City 84111 125 S. State St. VERMONT VAC, White River Jct. 05001 VIRGINIA Roanoke 24011 211 W. Campbell Ave. WASHINGTON Seattle 98121 6th & Lenora Bldg. WEST VIRGINIA Huntington 25701 502 8th St. WISCONSIN Milwaukee 53202 342 N. Water St. WYOMING VAC, Cheyenne 82001 2360 E. Pershing Blvd.
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→ veterans benefits

individual is released due to a service-connected disability.

Compensation is regulated by state law, not by the Veterans Administration. Compensation is provided only to those individuals who are able to work and are available to work. Because of this, benefits generally are not paid to persons receiving certain educational assistance or vocational subsistence allowances from VA. If this concerns you, find out the details when you apply for your compensation eligibility.

Job Finding Assistance

If no preservice job is waiting for you upon your discharge, the Veterans Administration may be able to assist you in finding employment through such facilities as job marts, on-the-job training programs and apprenticeship opportunities.

VA Regional and Veterans Assistance Centers work in conjunction with the Department of Labor to provide job counseling and placement services. These programs are administered through your local veterans' employment representatives in local State Employment Services Offices. While these services are available to all citizens, as a veteran, you will receive priority referral for training programs and job openings. First considerations above all are given to the disabled veteran.

Reemployment Rights

Of primary concern to you upon leaving the service quite naturally will probably be employment. You may have had a good paying job or one you just enjoyed before coming into the Navy. Perhaps you would like to return to that same job. It's possible,

since under certain conditions veterans are permitted to return to their previously held jobs through the Veterans Reemployment Rights.

Here are the guidelines.

First of all, the job you held before joining the Navy must have been one of a permanent nature, not temporary. Further, you must have served up to, but not more than, five years' military service (since 1 Aug 1961), provided that any service over four years was at the request of and for the convenience of the government. This would apply primarily to individuals who entered the Navy after being called up by their draft board.

Naturally, you must have been honorably discharged — and must be qualified to fill the job or, if disabled while in service, be willing to perform some other job in the employer's organization that offers comparable seniority, status and pay.

In other words, the Reemployment Rights aid in restoring your employment position, the one you would have reached had you not entered the service, or in another position of like seniority, status and pay. This includes all benefits due after reemployment which could have accrued along with your seniority. These rights also protect you against job loss without cause for up to one year, or six months in the case of certain Reservists.

Reemployment rights are available to former employees of both private industry and federal agencies, but they are not automatic. You must apply to your preservice employer within 90 days after separation from active duty. If you spent time in a hospital just before your release from active duty, you may have up to one year to apply. However, Reservists returning from initial active duty for training of three consecutive months or more have only 31 days in which to apply. Those returning from other types of military training duty must report back to work the next regularly scheduled work period after returning home.

If assistance is required in obtaining reemployment in private industry, you may contact any field office of the Labor-Management Service Administration or write directly to the Office of Veterans Reemployment Rights, Labor-Management Services Administration, U. S. Department of Labor. For federal reemployment questions, contact the U. S. Civil Service Commission or any Federal Job Information Center.

Federal Civil Service Preference

If you seek a federal job after military service, there are certain benefits you may derive from your time in the service. In competitive examinations the veteran's passing score is augmented by either 5 or 10 points. Disabled veterans receive 10 points and all others discharged under honorable conditions receive 5. In addition, veterans with no more than 14 years of school may receive special noncompetitive consideration under the Veterans Readjustment Appointment program. Federal employees with veterans' preference also receive additional employment and career ben-

Veterans Benefits Timetable

You have . . .	To Apply For . . .
8 years	GI Education benefits.
No time limit	GI loans.
No time limit	Disability compensation.
No time limit	Medical care.
1 year	Dental treatment.
1 year (from date of notice of VA disability rating)	GI insurance.
120 days or up to 1 year if totally disabled	SGU.
No time limit	Employment assistance.
Limited time	Unemployment compensation (varies among individual states).
90 days	To claim reemployment with a former employer

efits as a result of their military service.

The Civil Service Commission has established a nationwide network of Federal Job Information Centers to assist anyone interested in federal employment. If there is a center in your city it will be listed under the United States Government listing in the telephone directory. If none is listed, you may obtain toll-free telephone service by dialing the 800-555-1212 telephone information number or ask your local telephone operator for dialing instructions. You will receive current and complete job information as well as the necessary application forms either by a personal visit or a telephone call to any of the Federal Job Information Centers.

GI Bill for Education

When you get out of the Navy, even if you were in for 30 years, you'll probably be thinking about going back to school. You may want to pick up a high school diploma, gather a few college credits, go for a degree, get vocational training, or even learn to fly. If you're even thinking about any of these things, the GI Bill is for you, and the benefits are better than they ever have been.

A veteran who has not completed high school and wants to do so may receive GI bill assistance without that assistance being deducted from his total allotment. GI bill benefits are awarded on the basis of 1½ months, or the equivalent in part time training, for each month of service after 31 Jan 1955 and not to exceed 36 months. Payments are made on a monthly

basis, depending on the amount of time the training takes (that is, whether you are a part-time or full-time

GI Bill Rates

	No dependents	1 dep.	2 dep.	Each additional dependent
Full-time	\$220	\$261	\$298	\$18
Three-quarter	165	196	224	14
Half-time	110	131	149	9
Cooperative	177	208	236	14

Apprenticeship, on-the-job training

1st 6 months	160	179	196	8
2nd 6 months	120	139	156	8
3rd 6 months	80	99	116	8
4th 6 months	40	59	76	8

Farm cooperative

Full-time	177	208	236	14
Three-quarter	133	156	177	11
Half-time	89	104	118	7

Active duty—less than half-time

Tuition cost, not to exceed full-time rate of \$220.

Correspondence and flight training

90 per cent of charges; monthly entitlement charge—\$220.



student) and the number of dependents a veteran has (see table).

With high school out of the way then, veterans can go to college or into a vocational field with the assurance of a monthly stipend. The educational institution attended, whether inside or outside the United States, must be specifically approved for the enrollment of veterans. Most public or private elementary, high, vocational, correspondence or business schools, junior or teachers colleges, normal schools, colleges or universities, professional, scientific or technical institutions or any other institution providing education at a secondary level or above will fit under this provision, but it's always best to check with the VA to make sure. If the school is outside the United States, the course must lead to a college degree. Veterans have eligibility for these benefits for eight years after their release or until 31 May 1974, whichever is later. Veterans enrolled in cooperative, on-the-job, correspondence or flight training have a delimiting date of 31 Aug 1975.

Veterans may also enroll in a cooperative program—one which combines formal education with training at a business or industrial establishment with emphasis on the institutional portion. Farm cooperative training, a program consisting of institutional agricultural courses and concurrent agriculture employment, is also open to the veteran at the rates shown in the table.

An eligible veteran may pursue, on a full-time basis

veterans benefits

only, an approved program of apprenticeship or on-the-job training, as long as it has been approved by the state. The employer's wages shall be at least one-half of the wages paid for the specific job and should be increased on a regular schedule until the veteran is receiving 85 per cent of the wages for that job by at least the last full month of his training period.

An eligible veteran may take an approved course of flight training generally accepted as necessary to attain a recognized vocational objective in the field of aviation or where recognized as ancillary to the pursuit of another vocation. Educational assistance allowance for flight training is computed at the rate of 90 per cent of the established charges for tuition and fees which nonveterans are required to pay. Flight training as part of an approved college degree program is also available.

Educational counseling and tutorial assistance are also available under the GI bill. The VA will help you find a school with your interests and for which you are qualified. Veterans in training above the high school level at educational institutions on a half-time or more basis and who are in need of tutorial assistance may qualify for payments not to exceed \$50 a month for a maximum of \$450 with no charge against basic entitlement.

Education for certain orphans, wives and widows

Orphans, wives and widows of deceased or totally disabled or MIA veterans may be eligible for some educational benefits from the VA. A total of 36 months of training is available to these people at monthly rates of \$220 for full-time study, \$165 for three-quarter time and \$110 for half-time. Less than half-time is limited to tuition cost not exceeding \$220. Those enrolled in full-time cooperative courses can receive \$177 a month.

An eligible dependent child can receive VA educational or vocational counseling to assist him or her in the selection of a course of study and an institution. An educational plan must be submitted by or for the eligible child showing the selected goal, the program of education, school or schools he plans to attend, and an estimate of the total cost of the education, and that plan becomes part of the application for aid.

Those eligible are generally widows of deceased veterans, wives of living veterans and children of either between 18 and 26 years old when the death or permanent and total disability was the result of service in the Armed Forces; wives and children of servicemen missing in action, and dependents of those captured in the line of duty or forcibly detained or interned in the line of duty by a foreign power for more than 90 days. If eligible children under 18 have graduated from high school or are above the age of compulsory school attendance, the VA may begin this schooling before they reach age 18. In some instances,

handicapped children may begin a special vocational or restorative course as early as age 14.

Credit for Service Education, experience

Veterans getting out of service and desiring to receive a high school diploma should check with the Office on Educational Credit (OEC), formerly the American Council on Education's Commission on Accreditation of Service Experiences. Those who do sometimes find they've discovered a gold mine. First of all, the OEC conducts a General Educational Development Testing Service (GED) examination which is administered in connection with the high school equivalency testing programs conducted by state departments of education.

The primary use of the GED tests is to appraise the educational achievements of adults who have not completed their formal high school education. By achieving satisfactory scores, veterans (and other adults) may earn a high school equivalency certificate, qualify for admission to college, meet educational requirements for employment or promotion in certain industries, and meet regulations of state and local boards of licensing examiners for admission to licensing exams.

More importantly for those vets who have high school diplomas and have been through service training schools or programs, the OEC evaluates service training programs and makes recommendations to colleges on how much college credit they may be worth. The recommendations are recommendations only, not requirements that a particular college accept the evaluations. A college or university may or may not decide to go along with the recommendation. Indications are that 1600 institutions award some credit based on the OEC recommendations.

If a veteran is applying to a college, he should supply that college with information about any "A," "B," "C" schools or other training programs he has participated in and ask the school to check with the commission on how much credit this may be worth.

Finally, an accumulation of college credits, work experience, correspondence courses and achievement test scores may be enough already for an associate degree. The New York State Regents External Degree Program has been established to evaluate the things listed above and award associate's degrees on the basis of a person's total life experience. So far, more than 600 such degrees have been awarded, and many of those who receive degrees have never attended any New York universities or colleges. Veterans interested in this program should check with their VA educational counselor.

Hospitalization

A stay in the hospital is never pleasant, and always expensive. If you are a veteran, and can meet certain eligibility qualifications, the Veterans Administration

can help solve at least the second problem. VA hospital facilities are limited though, and admission priorities and qualification restrictions must be set.

Top priority for admission to a VA hospital goes to veterans with injuries or diseases incurred or aggravated in the line of duty while in active service who are being hospitalized for that injury or disease.

Next are veterans who were discharged or retired for disability incurred or aggravated in the line of duty or who are receiving compensation (or would be eligible to receive compensation, except retirement pay) who need treatment for some ailment *not* connected with their service.

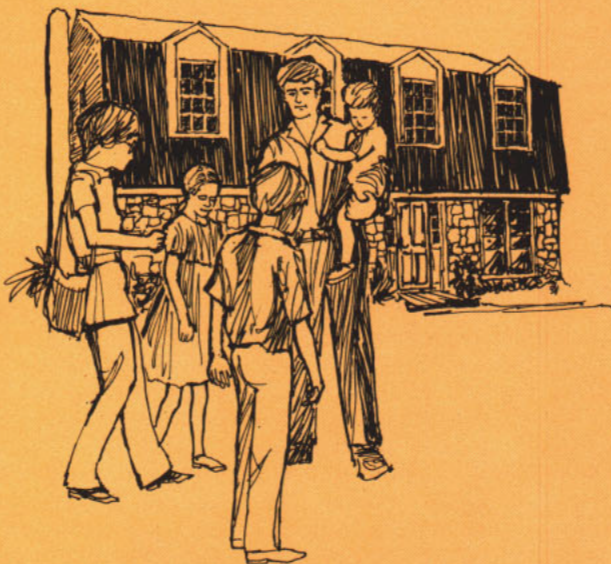
Third priority is for veterans who were not discharged or retired for disability, need hospitalization for nonservice disability and are in one of the following categories: (1) Served during any war or the post-Korean conflict. (2) served in peacetime and were awarded the Medal of Honor and, (3) are 65 years of age or older.

The VA also provides nursing home care for veterans who have received maximum hospitalization benefits but need further care. It is furnished either at a VA facility or a private nursing home at VA expense. There is no time limit for veterans who were hospitalized primarily for service-connected conditions; otherwise, it is normally provided for up to six months.

GI Home Loans

The GI home loan program is one of the more popular benefits offered by the Veterans Administration. Its purpose is to assist eligible veterans and service personnel to buy, build, refinance or improve homes or purchase mobile homes.

There are certain eligibility requirements that determine a veteran's entitlement to a GI home loan, the



first consideration being the date of your entry into military service and the length of your service.

World War II veterans must have served on active duty on or after 16 Sep 1940, and prior to 26 Jul 1947. Such a veteran must have had at least 90 days' total service, unless discharged earlier for service-connected disability, and a discharge or separation under other than dishonorable conditions.

Korean conflict veterans must have served on active duty at any time on or after 27 Jun 1950, and prior to 1 Feb 1955. Length of service and discharge requirements are the same as for World War II veterans.

Post-Korean and Vietnam veterans must have had at least 181 days of continuous service, any part of which occurred after 31 Jan 1955. Disability and discharge requirements are the same as for World War II and Korean conflict veterans.

Service men and women on active duty who have served beyond 181 days without a break in service are also eligible for loans. Reserve or national guard enlistees are not eligible since their service does not constitute "active duty," as defined in the governing law.

GI home loans are available also to unremarried widows and widowers of veterans or service personnel who served during World War II, Korean or Vietnam eras and died as a result of service-connected disabilities. In addition, spouses of service personnel on active duty who are officially listed as missing in action or prisoners of war and have been in such status for more than 90 days are eligible for GI loans to acquire homes. However, when official word is received that an individual is no longer listed as missing in action or captured, the spouse's entitlement ends. With this sole exception, loan entitlement is not subject to any expiration date.

The word "entitlement" as used here means the guaranty benefit available to you through the Veterans Administration with regard to securing a loan. In other words, the government is backing you, guaranteeing the repayment of the loan, and, in the event the loan is not repaid as provided in the loan instruments, the VA must then make good on the defaulted loan. In that event, the veteran or serviceman or woman loses the house, usually through foreclosure.

Although it may appear the VA is in the money lending business, such is not the case on guaranteed or insured loans. You must make your own arrangements for loans, through the usual lending channels, such as banks, savings and loan associations, savings banks, building and loan associations, mortgage loan companies, and the like.

The lender is then guaranteed by the Veterans Administration against loss, up to 60 per cent of the loan on a home with a maximum guaranty of \$12,500. The guaranty applies to the purchase or construction of homes, including farmhouses, certain condominium units, refinancing of existing mortgage loans or liens secured of record on a home, and home repairs and improvements.

On mobile home loans, the amount of the guaranty is 30 per cent of the loan. The maximum loan amount

veterans benefits

is \$10,000 for a mobile home unit, or \$17,500 for a mobile home and developed lot. Use of the mobile home loan guaranty entitlement does not reduce the regular \$12,500 home loan guaranty entitlement. However, any veteran obtaining a guaranteed mobile home loan cannot use his \$12,500 guaranty entitlement to purchase a conventionally constructed home until the mobile home loan is paid in full.

Maximum interest rates on GI loans may vary from time to time. As of 22 Jan 1974, the rate was 8¾ per cent. The GI loan rate also applies to that portion of a mobile home loan which finances the purchase of a lot and the cost of necessary site preparation. Currently, the maximum interest rate is 12 per cent for loans which finance only the mobile home unit and loans that do not exceed \$2500 made for necessary site preparations to a lot already owned by the veteran. Once a loan is made, the interest remains the same for the life of the loan.

In some rural areas and small communities, where private mortgage financing is not generally available, direct loans up to \$25,000 may be obtained from VA. Certain veterans who are permanently disabled and who are also qualified for specially adapted housing grants may acquire a direct loan irrespective of location.

There is no limit on the amount of loan the VA may guarantee provided the loan does not exceed the value of the property as appraised by VA. One attraction most veterans like about GI loans is that no down payments are required by VA, although some lenders may have such requirements. The veteran or service man or woman should be prepared, though, to pay closing costs in cash at the closing of the loan.

The repayment period or maturity of GI home loans may be as long as 30 years. The maximum maturity for a mobile home loan is 12 years and 32 days. If a site is included in the mobile home loan, the maturity may go up to 15 years and 32 days.

Aside from the fact that veterans or service personnel are not required to make any down payments for home loans, what is it really worth to apply for a GI loan? Base your decision on these safeguards provided by the Veterans Administration:

- Homes completed less than a year before purchase with GI financing must meet or exceed VA minimum requirements for planning, construction and general acceptability.

- The VA may suspend from participation in the loan program those lenders, builders or developers who take unfair advantage of borrowers or decline to sell new homes to, or make loans to, credit-worthy, eligible veterans and service personnel because of race, color, creed, national origin or sex.

- On a new home, the builder is required to give the purchaser a one-year warranty that the home has been constructed in substantial conformity with VA approved plans and specifications. A similar warranty is

required to be given in respect to new mobile homes.

- In instances of new homes constructed under VA or FHA supervision, the VA may pay or otherwise compensate the borrower for correction of serious structural defects which develop within four years of the time the home loan is guaranteed or made.

The idea behind the GI home loan program is to assist you in providing adequate housing for you and your family rather than assist you in a primary means of investment. Therefore, when purchasing a home or a mobile home with a GI loan, you must certify that you intend to live in the home. This certification is made at the time of application for the loan and at the time you close the deal.

Earlier it was stated that a home loan could be made for as long as 30 years, which means your liability for payment of that loan is for 30 years. If you are the original borrower, you may be released from this liability upon selling the residential property to someone who is willing to assume all of your liabilities and who satisfies the VA that he is a good risk.

This release of liability, however, does not mean that you could have your GI home loan entitlement restored. The VA restores entitlement only where it no longer is liable on the guaranty and you are otherwise eligible for restoration. Your release from the liability of making loan payments to the lender does not change the fact that the VA continues to remain liable on the guaranty.

In planning to sell your home, you may take either of two steps to avoid future liability. First, you can arrange for your GI loan to be paid in full. Second, you can allow the purchaser to assume your GI loan and obtain a release of your liability on the loan from the holder of the mortgage and the Veterans Administration provided both agree.

You may apply to the VA for a release from liability by submitting a request to the Veterans Administration regional office that processed your loan. No special form is needed. However, the request should include the VA loan number, if known (it is shown on the reverse of your certificate of eligibility), the address of the property, the name and address of the proposed purchaser, and the name and address of the holder of the mortgage.

Homes for Disabled

Certain disabled veterans of wartime or peacetime service may be entitled under specific conditions to a grant from the VA for a "wheelchair home" especially adapted to their disabilities. The grant may not be more than 50 per cent of the cost of their homes, up to a maximum of \$17,500. This grant must be used to pay part of the cost of building or buying such homes, or to remodel existing dwellings for their requirements. The grant also may be used to pay off the indebtedness of such homes already acquired by eligible veterans.

To be eligible for a grant, the veteran must have a service-connected disability due to war or peacetime service which occurred since 1898, and which entitles

him to compensation for permanent and total disability. The conditions under which physical disability determines entitlement basically require that the veteran rely on a wheelchair to move about. Any VA office can provide additional information.

Business and Farm Loans

There are several avenues one may take in obtaining financial assistance or business guidance outside of that provided by the Veterans Administration. Among them are the Federal Housing Administration (FHA) of the U. S. Department of Housing and Urban Development, the Farmers Home Administration of the U. S. Department of Agriculture and the Small Business Administration.

The FHA gives veterans certain advantages with respect to down payment requirements in obtaining FHA-insured mortgages. Veterans eligible for VA loans should check into this through their local VA office.

Individuals who are unable to obtain credit from other sources on terms and conditions they can meet for buying a farm, or a house in rural areas or towns of up to 10,000 population may find some useful answers through the Farmers Home Administration of the Department of Agriculture. Local offices of the agency, usually located in county seats, should be contacted for further information.

The Small Business Administration has a number of programs designed to help foster and encourage small business enterprise, including businesses owned or operated by veterans. SBA also assists veterans in becoming owners of their own small businesses through financial and management guidance. Most SBA loans are made under its Loan Guaranty Program through which money is advanced to the veteran by a bank with SBA guaranteeing up to 90 per cent of the total amount.

You may obtain information on any of SBA's programs from any of its national network of more than 70 field offices. Check the U. S. Government section of your local phone book for the address of the nearest SBA office. Information they provide is free.

GI Life Insurance

Throughout this century the government has set up a number of insurance programs for servicemen and veterans. A number of these programs are still in effect and veterans should check with their local VA office to see exactly where they stand with regard to government insurance. These programs include U.S. Government (USGLI), National Service (NSLI), Veterans Special (VSLI), Service Disabled (SDVI), Veterans Reopened (VRI), Servicemen's Group (SGLI) and Veterans Mortgage (VMLI). The last two policies are discussed in separate sections.

NSLI (V) policyholders are now able to use their dividends to purchase paid-up additional coverage amounting to more than the previous \$10,000 limit. Under certain circumstances, all former policyholders who have been on continuous active duty may replace an expired term policy or replace, or reinstate, a permanent plan of insurance which was surrendered for its cash value while on active service. The applicant must apply while he is in service or within 120 days of his release.

Service Disabled Veterans Insurance, which is non-participating insurance, is issued to veterans separated from the service on or after 25 Apr 1951, with service-connected disabilities, who are in good health except for such disabilities. Application for this insurance must be submitted within one year from the date of notification by the VA that a disability is service-connected.

Moreover, most lapsed term policies may be reinstated within five years from the date of the lapse. Any term policy which is in force may be converted to a permanent plan if requirements are met. NSLI policyholders, however, are not eligible to convert to an endowment plan while totally disabled.

A Modified Life at age 65 plan of insurance is available to NSLI policyholders. Premiums for this plan remain the same throughout the premium-paying period, while the face value reduces by 50 per cent at age 65. If desired, the reduced amount may be replaced with a special ordinary life plan for an additional premium. Another plan, Modified Life at age 70, is also available.

The VA also has information on dividends, guaranteed permanent plan policy values, interest on policy loans, premium waivers — for total or permanent disability — and total disability income provisions.

Servicemen's Group Life Insurance

All members of the uniformed services are automatically insured by SGLI for \$15,000 unless they specifically elect for only \$10,000 or \$5,000 or no insurance.



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Premiums are deducted directly from paychecks. Those insured are covered throughout their period of service and for the first 120 days following separation without additional premiums. Those who are separated totally disabled will have their SGLI remain in effect for a year or until the disability ceases to be total, whichever occurs first.

The full time active duty group coverage can be converted to an individual policy at standard premium rates — regardless of health — with any of the participating companies licensed to do business in the veteran's home state. Application and premium payment must be made within 120 days after separation and the coverage will take effect on the 121st day.

Veterans Mortgage Life Insurance

Two years ago, Congress established a program of group type mortgage life insurance for those veterans who have been granted or will be granted a specially adapted housing grant, primarily for paraplegics. The law provides for a maximum of \$30,000 insurance to the veteran's 70th birthday, to cover a mortgage.

Premiums are deducted from VA benefit payments or paid directly, if the veteran does not draw compensation, and will continue until the veteran reaches age 70 or dies. If a mortgage is disposed of through liquidation or sale of the property, any unused portion of the life insurance coverage may be used on the mortgage of a second or subsequent home.

Outpatient Medical Treatment

If you leave the Navy before being eligible for retirement, you lose the benefit of outpatient medical treatment at naval medical facilities. However, if you are discharged or separated with a disability incurred or aggravated while in the service, the Veterans Administration may make this care available. The VA can prescribe outpatient medical treatment only before admission to, or following discharge from, a VA hospital. You may also be furnished prescription drugs or medicine under the same circumstances.

War veterans with total and permanent, service-connected disabilities, those receiving aid and attendance or housebound allowances, Spanish-American War veterans, and disabled veterans training under the Vocational Rehabilitation Act may also be entitled to this treatment.

Outpatient Dental Treatment

If you meet the eligibility requirements for VA outpatient medical treatment, you are generally eligible for outpatient dental treatment too. There are some additional cases in which you may apply.

If your dental condition or disability is service-connected and you are entitled to receive compensa-

tion for it, you may apply at any time. But, if the condition is service-connected and existed when you were discharged or released from active service, but not serious enough to be compensable, you must apply to the VA for outpatient care within one year after discharge or release. An extension will be granted in some cases.

Outpatient treatment for service-connected, non-compensable dental conditions resulting from combat wounds, service injuries or for former prisoners of war may be applied for at any time. If you have a nonservice-connected dental condition which is directly related to or aggravating a service-connected condition, you may also apply for outpatient treatment at any time.

Disabled veterans training under the Vocational Rehabilitation Act and Spanish-American War veterans may also receive outpatient dental treatment at any time.

Domiciliary Care

The Veterans Administration provides domiciliary care to veterans with active military service who are disabled because of age or disease, but not seriously enough to require hospital or nursing home care. It gives these veterans a home where they can take care of themselves and still have the special care they may need available.

Eligibility requirements are about the same as for VA hospital treatment, with a few exceptions. Among them: War and post-Korean conflict veterans must have disabilities that prevent them from earning a living.

Peacetime veterans must be permanently disabled, have been discharged for a disability incurred in line of duty or be receiving compensation for a service-incurred or aggravated disability (or have been awarded the Medal of Honor). They must have no adequate means of support and be unable to earn a living for themselves.

Drug Treatment

Individuals who have served in the military and have a drug problem may go to the Veterans Administration for help. Any veteran may be admitted to any VA hospital or to one of over 50 VA drug dependence treatment facilities for outpatient and/or inpatient care.

Prosthetic Appliances & Clothing Allowance

Veterans with active military service who need prosthetic appliances may be eligible to obtain them from the Veterans Administration. You must meet the basic requirements for outpatient medical care, or be receiving hospital, domiciliary or restoration care. Need for the prosthetic appliance may be established for a number of reasons, among them, service-connected disabilities and disabilities associated with

and aggravating a condition for which hospitalization was authorized.

If you receive compensation because of a service-connected disability for which you wear or use a prosthetic or orthopedic appliance (including a wheelchair) which tends to tear or wear out your clothing, you may also be paid a \$150 annual clothing allowance by the VA.

Compensation for Service-Connected Disability

If you are disabled by a service-connected injury or disease during wartime or peacetime you may be entitled to monthly compensation payments from the Veterans Administration.

Payments are based on the degree to which you are disabled, and range from \$28 per month for 10 per cent disability, to \$495 per month for total disability. In addition, specific rates up to \$1232 per month are paid if certain severe disabilities are suffered. These are judged on an individual basis.

Veterans whose service-connected disability is rated at 50 per cent or more are also entitled to additional allowances for dependents. These payments are made at the same ratio that the degree of disability bears, to a full 100 per cent.

Pension for Nonservice-connected Disability

You may be eligible to receive a pension from the Veterans Administration for nonservice-connected disability. You must have served 90 or more days during wartime, and be permanently and totally disabled. Veterans 65 years of age or older are presumed to be permanently and totally disabled and need not submit medical proof. "Wartime" for this pension is specific periods determined by the VA during the Mexican Border Period, World Wars I and II, the Korean conflict and Vietnam era.

The amount of the pension is based on your yearly income and the number of your dependents. It ranges from \$28 per month for a veteran with no dependents earning \$2600 per year, to \$164 per month for a veteran with three or more dependents earning less than \$500 per year. No pension is paid to a single veteran with a yearly income over \$2600, or a veteran with dependents, whose yearly income is over \$3800.

Along with this pension you may also receive additional monthly payments of \$44 a month if you are housebound, or \$110 a month if you need regular aid and attendance.

Vocational Rehabilitation

Supporting yourself if you are disabled may be difficult if you cannot get special training. The Veterans Administration offers vocational rehabilitation to certain disabled veterans who served during World War II, the Korean and Post-Korean conflict, the Vietnam Era and in some periods of peacetime.

To be eligible, your disability must be service-connected, incurred while on active duty and entitling you to compensation. The VA makes final determination on eligibility, in-service periods, cutoff dates for the benefit, and extensions of time.

Vocational rehabilitation training will be given at a school or college, on the job or farm, in institutions or a combination of school and job training. Training can be up to four years in length — more in special cases. Before actual training begins, you will be given counseling to assist in selection of a suitable occupation and development of a specific rehabilitation plan.

The program also provides a subsistence allowance in addition to your regular disability compensation, tuition, books and fees while in training and for two months after rehabilitation.

Aid for the Blind

Sightless veterans with active military service who are entitled to receive compensation from the Veterans Administration for any service-connected condition, increased pension for regular aid and attendance, or increased pension because they are permanently housebound, are eligible to receive aid for the blind from the VA.

Benefits consist of electronic and mechanical devices, their repair and replacement, and guide dogs, including the expense of training the veteran to use the dog, and the cost of the dog's medical attention.

Automobiles and Other Conveyances

To help keep disabled veterans from becoming immobile or dependent upon others for transportation, the Veterans Administration will pay up to \$2800 toward the purchase of an automobile or other conveyance. Adaptive equipment for the handicapped on a new or previously acquired automobile will also be maintained or replaced.



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Veterans of World War II, the Korean and post-Korean conflict, the Vietnam era and current servicemen are eligible. You must suffer from service-connected loss or loss of use of one or both hands or feet, or permanent impairment of vision of both eyes to a prescribed degree. Those discharged or retired after 31 Jan 1955 must show that their disability is a direct result of the performance of active duty.

Commissary and Exchange Privileges

Honorably discharged veterans with 100 per cent service-connected disability, their dependents and unmarried widows are entitled to unlimited exchange and commissary store privileges. Certification of total disability will be given by the Veterans Administration. Assistance in completing DD Form 1172 (Application for Uniformed Services Identification and Privilege Card) may be provided by the Veterans Administration.

Death Benefits

It might be beneficial to your survivors if you were to outline ahead of time those death benefits offered by the Veterans Administration which you believe might apply in your particular case. Such a list maintained in your important papers file could prove immeasurably helpful and valuable to the individual you have chosen to settle your estate when the time comes.

The categories of benefits you might include, as discussed here, were in effect at this writing. However, laws change; therefore, what may be authorized today, may not be tomorrow. To be certain, instruct your executor to contact a VA representative as soon as possible after your death.

There are two types of compensation offered by the VA for survivors of deceased veterans of the Spanish-American War, the Mexican Border Campaign, World Wars I and II, the Korean conflict, Vietnam era, and peacetime service. They are titled Dependency and Indemnity Compensation, and Death Compensation. The latter applies only to veterans or servicemen who died before 1 Jan 1957. DIC pertains primarily to those veterans who died on or since that date from a disease or injury received in the line of duty while on active duty or, in the case of Reservists, on active or inactive duty for training. Persons entitled to death compensation may elect DIC, and usually do, since it pays more. DIC benefit payments are made to authorized widows, unmarried children under 18 and certain parents. Helpless children and those between 18 and 23 who attend VA-approved schools are also eligible to receive payments.

The rate of DIC payment for widows is based on the veteran's military pay grade at the time of his death, according to the following table:

Pay grade	Monthly rate	Pay grade	Monthly rate
E-1	\$184	W-4	\$262
E-2	189	O-1	232
E-3	195	O-2	240
E-4	206	O-3	257
E-5	212	O-4	272
E-6	217	O-5	299
E-7	227	O-6	337
E-8	240	O-7	365
E-9	251	O-8	399
W-1	232	O-9	429
W-2	241	O-10	469
W-3	249		

The rate payable to a widow with one child or more, is increased by \$22 monthly for each child. The widow may also receive an additional \$55 monthly if she is in need of regular aid and attendance. The amount for an eligible child depends on several factors, such as the number of children eligible, school attendance, health, and whether or not the widow has remarried.

DIC rates to parents range from \$11 to \$110 monthly depending upon their income and marital status. Payments are not made to parents living alone whose annual income is in excess of \$2600, or living with a spouse with a combined annual income greater than \$3800. Parents authorized payments may also be paid the additional \$55 regular aid and attendance benefit if entitled.

Survivors eligible for the death compensation benefit payments may elect to receive DIC payments instead, by applying at any VA office.

There is a third survivors' benefit that pertains to deceased veterans of the Spanish American War, Mexican Border Period, World Wars I and II, Korean conflict, and Vietnam era. It's entitled "Non-Service-Connected Death Pension." This pension may be paid to eligible widows and children of veterans who died of causes not related to their service. However, the veteran must have served actively for more than 90 days, unless separated earlier due to a service-connected disability.

Payments to widows range from \$21 to \$96 monthly for a widow alone to \$44 to \$114 for a widow with one child. For each additional child, she may receive \$18, plus \$55 for aid and attendance, if entitled. These payments are based on the widow's annual income, with a ceiling of \$2600 for a widow alone and a limit of \$3800 for a widow with one child or more. If she has an income above these figures, she is not entitled to the pension. However, children of the veteran may be eligible for pension in their own right, providing their income is not more than \$2000 annually and the size of their estates is not too large. Although allowance for one child is \$44 per month with each additional child drawing \$18, payments will be divided equally among the children.

Widows or persons having custody of the veteran's minor children should make inquiry at the nearest VA office following the death of the veteran, to establish

their eligibility as recipients of this pension.

If a Navyman dies while on active duty or within 120 days after discharge, due to a specific cause related to his active service, his surviving next-of-kin receives a gratuity payment from the Navy, a sum equal to six months' pay, not less than \$800, nor more than \$3000.

The Veterans Administration may also provide a burial allowance up to \$250 where a veteran dies of a service-connected disability or who was: (A) a veteran of any war; (B) discharged from active service for disability incurred or aggravated in line of duty; or (C) in receipt of (or but for the receipt of retirement pay would have been entitled to) disability compensation. In addition, an amount not exceeding \$150 may be payable as a plot or interment allowance only when the veteran is not buried in a national cemetery or other cemetery under the jurisdiction of the United States Government. If the veteran dies as a result of a service-connected disability or disabilities, the Veterans Administration may pay an amount not exceeding \$800 to help pay burial and funeral expenses. This amount is in lieu of the \$250 basic burial allowance and the \$150 plot allowance.

Because of the amount of available space, burial in Arlington National Cemetery in Washington, D. C., has been limited since early 1967. Among those eligible to be buried there (including their wives and children) are persons who die on active duty, those retired from the Armed Forces and Coast Guard, Medal of Honor winners, Supreme Court judges, cabinet members and other elected government officials with honorable military service. Spouses, minor children and dependent adult children of those persons already buried in Arlington are also eligible.

Any VA office will assist in filing burial request applications to the nearest national cemetery or to Arlington; however, application should be made only at the time of death of the veteran or that of an eligible dependent.

A headstone or grave marker to be placed in a national cemetery only is available through the VA. It is provided free and will be shipped to the consignee designated on the application (DOD Form 1330). Applications go to the Commander, U. S. Army Memorial Affairs Agency, Attn: MEMA-HRE, Washington, D. C. 20315.

This same address is used to submit applications for memorial markers and memorial plots in national cemeteries. These may be furnished on application of a close relative recognized as the next-of-kin to commemorate any member of the Armed Forces who dies in the service and whose remains are not recovered and identified, or are buried at sea. The markers may be erected in a private cemetery plot provided by the family or in a memorial section of a national cemetery.

It has become custom for an American flag to be draped over the casket of a veteran of service when requested by the family. The VA issues these flags which may be given to the next-of-kin or close friend or associate of the deceased. Flags may also be issued

for veterans who are missing in action and later presumed dead. Application may be made at any VA office or at most post offices.

Correction of records

Generally, an application for correction of a service record must be filed within three years after discovery of the alleged error or injustice, but the Board may excuse the failure to file within three years after discovery if it finds it to be in the interest of justice. Applications should be submitted by the veteran, his heir or legal representative on DOD Form 149, which may be obtained at any VA office. If the claimant, his heir or legal representative files an application more than three years after discovery of the alleged error or injustice, he must include in his application the reasons why the Board should find it to be in the interest of justice to excuse the failure to file within three years.

Review of discharges

Within 15 years after discharge, veterans may apply to a Board of Review with authority to change, correct, or modify any discharge or dismissal from service that was not the result of a general court-martial and to direct issuance of a new discharge. Former service members who received undesirable discharges or punitive discharges based solely on drug use or possession of drugs for personal use have the opportunity to have these discharges reviewed for possible recharacterization to an "under honorable conditions" discharge.

If this happens, such individuals may avail themselves of the drug abuse medical treatment now offered by the VA. In applying for a review of discharge, the veteran or, if deceased, his surviving spouse, next of kin or legal representative should write to the branch of service concerned on DOD Form DD 293, which may be obtained at any VA office.

Social security credits

Monthly retirement, disability and survivors' benefits under Social Security are payable to a veteran and his family if he has earned enough work credits under the program. A lump sum death payment — generally \$225 — also is made upon the veteran's death; plus, the veteran may qualify for Medicare's hospital insurance and medical insurance at age 65.

Active duty — or active duty for training — has counted toward Social Security credits since January 1957, when contributions were first withheld from a serviceman's basic pay, and servicemen and veterans receive an extra \$100 a month credit for each month of active duty after 1956. No additional Social Security contributions are withheld from pay for these extra credits. Also, Social Security credits of \$160 a month are given to most veterans who served after 15 Sep 1940 and before 1957.



All Hands Visits

**NEW
YORK
CITY**

That old recruiting expression about joining the Navy and seeing the world is still as true as ever. The opportunity for travel is still one of the major benefits obtained by being in the Navy. This is evidenced by the large number of recruits who come from the nation's middle states each year—many of whom have never seen the ocean. For example, two of the three top recruiting stations last year were in Denver, Col., and Little Rock, Ark.

Even if the Navy doesn't send you everywhere, it gives you an opportunity to go on your own. One example of this kind of traveler is ALL HANDS staffer JO2 Jim Stovall, who last year made it from Washington to Europe on his own (see February issue) and who recently spent a long weekend in New York City, again at his own expense. He has filed this report and the pictures.

One of the earliest accounts in America's history is the purchase of Manhattan Island by Dutch settlers from the Algonquin Indians in 1626. Director general of the New Netherlands colony, Peter Minuit, bought this nearly uninhabited piece of land for the equivalent of \$24, in the form of bright cloth, beads, ornaments, tools and trinkets (their Dutch value was put at 60 guildens.)

In return the Dutch became the first immigrants to settle on the then lonely, tree-covered island which stretches 13 miles up the Hudson. Over a period of three and a half centuries, they were followed by millions of others who arrived on Manhattan's shores with visions of freedom, fortune, fame — and always adventure.

Today, not far from where Minuit made that purchase, land values are said to be the highest in the world. A square foot of Wall Street sells for about \$600. The \$24 that Minuit used to buy the entire island 350 years ago, now would barely get you a room for a night and breakfast the next day — unless you are a serviceman. Enlisted military people are still eligible for some of the best bargains left in New York City, making it one of the ideal liberty stops for the inquisitive traveler.

A traveling serviceman (E-6 and below) can find himself a clean room and plenty of people willing to help at the Soldiers', Sailors' and Airmen's Club right in the middle of Manhattan — all for only two dollars a night. The club is located at 283 Lexington Ave., within walking distance of the United Nations building, Times Square, Central Park, Penn and Grand Central Stations, the Empire State Building and all the other places in New York you ever wanted to see.

(The club is much like the one in Washington, D.C. bearing the same name, although the two are not affiliated. See ALL HANDS, July 1973.)

The club offers an excellent base to begin explorations of what still is one of the world's great adventures — New York City. The people there can also give you some valuable tips on what to see, where it is, and what discounts may be available. The island of Manhattan — as you will find if you try — is definitely worth a weekend of your time.

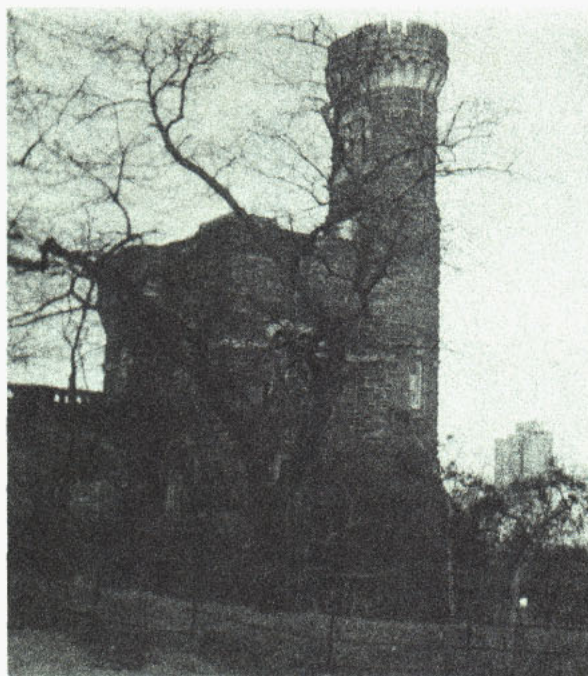
Since the island fell into the hands of the Dutch in 1626, it has constantly been the scene of some sort of

important or historic events. Because of its seaport and harbor possibilities, the English turned their eyes toward it and finally compelled the Dutch to relinquish it in 1644. Nine years later another Anglo-Dutch war broke out and the Dutch retook the city, but again they had to relinquish it when a peace treaty was signed. The Dutch influence remains, however, with many streets and locations bearing their original Dutch names.

The next hundred years saw various sorts of turmoil on the island, but the action started in earnest when cries for independence began to be heard around the colonies. A meeting of a committee of 51 at Fraunces Tavern — a famous place in lower Manhattan which you can visit today — resulted in the call for the first continental congress. General George Washington headquartered his army there and fought several skirmishes with the British before being forced to leave. It was also at Fraunces Tavern that Washington bade final farewell to his troops at the war's end.

That was in 1783, but six years later Washington was to return there to assume another command — that of the first President of the U. S. A statue of him on Wall Street, just across from Broad Street, marks the spot where he took the first inaugural oath. The political capital of the U. S. soon moved elsewhere, to Philadelphia, to Annapolis, Md., and eventually to Washington, D.C., but the financial capital stayed on Wall Street. Bolstered by a port second to none and by growing industry and population, New York City grew from a town of 23,614 inhabitants in 1786 to 202,589 in 1830; to 1,441,216 in 1890; and to nearly 8 million for the last two decades.

The appearance of New York City is staggering to the newcomer, even if he has seen plenty of pictures of it. Tall concrete and glass buildings rise from almost



every corner, tending to make soreness of the neck muscles the most common affliction among tourists.

The major industry in Manhattan is garment manufacturing. Fully a third of all the clothes worn in the U. S. are made in New York; 90 per cent of all the furs sold in the U. S. are processed there. Eighty per cent of all the diamonds sold and bought in the U. S. are traded on one block of W. 47th Street. The list of firsts, mosts, biggest could go on, but that really isn't what makes New York the thing it lays most claim to — the intellectual and cultural capital of the nation.

And it is this that makes New York fun for the weekend visitor. There is the theater, of course, and probably the most famous street in the world — Broadway. With their dazzling display of lights and signs, Broadway theaters offer a wide variety — musicals, dramas, comedies, and classics.

The trick, as you may have heard, is getting tickets — but that isn't so difficult. If you're a serviceman in town with a desire to see some kind of stage play, you should check in with the USO, located on W. 45th just north of Times Square. There are usually a number of theaters to which they will have tickets, and there's no charge for the service.

Another way to get theater tickets is to go to a large outdoor ticket booth at Duffy Square, just up from Times Square at Broadway and 47th. Broadway and

Off-Broadway theaters have gotten together in setting up this booth and its operation is simple: tickets for each day's performance which are not sold by three p.m. are turned in here and then sold for half price. It's another good place to check if you just want to see any play.

New York is also famous as the very first place to see a new movie, and any day you're there, you'll have a lot to choose from. There are also operas, ballets, dance troupes, concerts, and poetry readings — all within easy reach. Entertainment of a different sort is also available. The new Madison Square Garden offers everything from rock concerts to basketball games, and during the summer major league baseball games are just a short subway ride away.

Getting around Manhattan can be a relatively simple matter unless you burden yourself with an unnecessary such as a car. New York has the most sophisticated public transportation system in the nation, and the island itself is readily accessible from any direction by train and is well served by airlines. All this, plus the fact that a parking ticket could cost you as much as \$75, makes it a good idea to leave the car and bring a pair of comfortable walking shoes. All subways and buses (for which you need the correct change) are 35 cents, and they will take you anywhere within the greater New York area you want to go. Cabs are a



little more expensive, but there are plenty around — yes, even on a rainy night.

There are certain sights that every tourist in New York must see — otherwise, a person won't believe he's been to New York. One is the Empire State Building, for many years the world's tallest building. Even though it doesn't hold that title any more, its 1472 feet are still impressive from any angle. It's open every day until midnight, and on a clear day you can see for 50 miles in any direction. If there is any one thing that symbolizes New York City and the Empire State, this is it.

Another favorite for visitors is the United Nations complex, rising from a beautiful location on the East River. The building and grounds contain sculptures donated by member nations; tours are conducted at frequent intervals. A serviceman's discount is available for the tour. Between 48th and 51st Sts., west of Fifth Ave., is what the owners say is the largest privately owned business and entertainment complex in the world — Rockefeller Center. Focal point of the center is a sunken plaza used for ice skating in the winter and outdoor dining in the summer. All of the buildings are joined by a network of underground concourses lined with a wide variety of shops.

An area with a different pace is Greenwich Village. Besides being the present-day center of Off-Broadway

theater, it has shops, boutiques, craft corners, restaurants, art galleries and coffeehouses of all kinds. While the Village has always carried something of a bohemian reputation, it was especially famous around World War I as the avant-garde place to be if you had a new cultural idea. Most of America's great artists of that era resided in Greenwich Village.

Not far from the village is Chinatown, a tangle of narrow streets which has been the center of New York's Chinese community for 100 years. An unsuspecting newcomer might think he has wandered onto the set of one of those 1940-vintage-Shanghai movies. The restaurants there are famous for, what else, Chinese food.

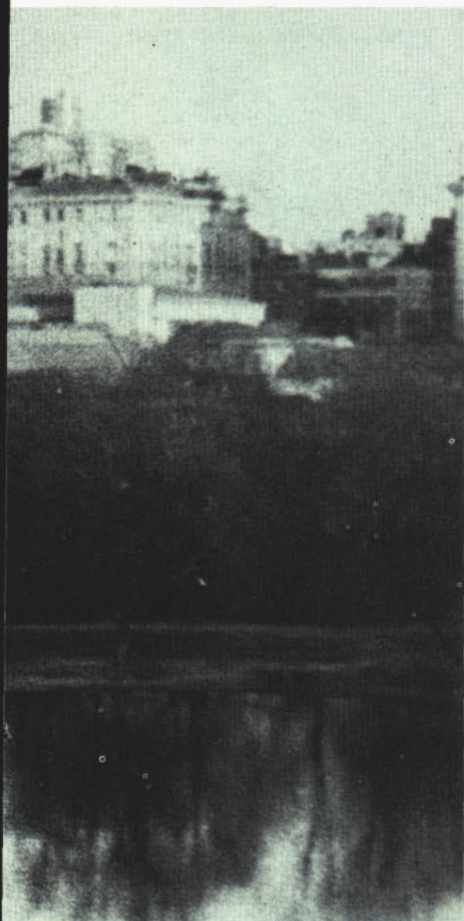
The real anachronism on this island of concrete is Central Park. Venture there sometime (but only in daylight) and in minutes you think you're somewhere in the hills of Kentucky — with only the tops of tall buildings on the horizon to remind you of the present. The park stretches for 61 blocks right in the middle of Manhattan and offers a remarkable list of recreational distractions — such as the Central Park Zoo, the Metropolitan Museum, the Children's Zoo, two skating rinks, a model yacht pond, two rowing lakes, the Delacorte Theater and, yes, trees.

The Statue of Liberty is another must, of course. The statue is located on Liberty Island or Bedlow south of Manhattan, stands 152 feet and houses an extremely interesting immigrants' museum. The statue was given to America in 1886 and quickly became the symbol of new life to newcomers who have since arrived in America.

Finally, there is a myth about New York that needs dispelling. The myth is that the natives of New York, beset by a fast-paced life-style, are irritable, unfriendly, and even hostile. Not true. It is true, however, that you may run into individuals so inclined, but New Yorkers as a whole are exceptionally friendly and will go out of their way to help anyone who asks. They're more tolerant than most.

Take the Staten Island Ferry sometime. It will cost a dime (the price has doubled recently), and you'll get a 45-minute boat ride, a view of the Statue of Liberty and lower Manhattan, a look at the world's busiest harbor in action — and maybe meet a new friend.

— Story and photos by JO2 Jim Stovall



NAVY DUTY IN NEW YORK

An unknown scribe long ago said, "If it isn't in New York, maybe it isn't."

Navy Recruiting District New York is host to a dizzying diversity of lifestyle opportunities unequaled by any duty station in the world. Where else can you be stationed in an area which reaches from the country-like suburban Staten Island (Borough of Richmond), through the industrial strongholds of Brooklyn and the Bronx, out across the financial canyons of Wall Street, north to Poughkeepsie, to Long Island's Nassau County (the richest county in the nation) and on eastward to the beautiful, but desolate, "land's end" of Montauk Point.

Orders to the Navy Recruiting District New York are usually met with the question: "How in the world can we possibly survive in New York on a sailor's salary?"

The "Welcome Aboard" brochure subsequently

eases a lot of those fears. The brochure describes a whole range of housing for the prospective recruiter. Waiting lists range from a year to no time at all. Also, according to the brochure, military service facilities, although not abundant, are available depending on convenience and where the individual chooses to locate.

There is no shortage of medical facilities around New York. A full range of medical facilities exist at surrounding bases. Staten Island as well as the rest of the city boasts of public health facilities and outstanding hospitals where a serviceman and his family can take advantage of the CHAMPUS provisions. The dental facility in Brooklyn is known as one of the Navy's finest treatment centers.

Owing to the availability of military housing offered by different branches of the service, all members of



the command have access to government housing. Personnel stationed at Poughkeepsie, well out of New York City and the northernmost recruiting station in the command, use housing, medical and shipping facilities at Steward Air Force Base and the U. S. Military Academy at West Point.

Those who live in civilian housing in Manhattan must choose carefully. In selecting these quarters the recruiter takes advantage of a situation in New York called lease point housing where a serviceman can rent approved civilian housing within the command's geographical limits with the government supplementing the BAQ to help pay the rent. One's housing selection can put him within less than an hour's drive from a choice of military service exchanges and commissaries located at Brooklyn's Fort Hamilton, or on Governor's Island.

Because of the stark contrasts in recruiting station locations within the NRD New York area, the diversity of activity and lifestyles is truly unique. One might drive the length and breadth of it in a day but never exhaust the multitude of things to do and see over a normal tour of duty.

"You name it, we have it out here," says Chief Machinist's Mate Bobby Tumbleson, who recruits out of Riverhead, N.Y., at the easternmost recruiting station near Montauk Point on Long Island. "This has to be one of the finest camping areas around."



Left: Manhattan recruiter HT1 Frank L. Alexander says, "You really get to talk to a lot of quality youngsters here. It is definitely worth the trip!" Above: PNC Jay Simmons and his wife, Princess, relax at home in one of the Navy's Mitchel Manor townhouses on Long Island.

A recruiter on Long Island may not be able to tell you the name of a hit currently playing Broadway, but chances are he'll be able to tell you the best spot on the island for saltwater fishing.

"When you can catch a 36-pound striper with hardly any effort, and you're always running out to Great South Bay for some of the best duck hunting in the country, who has time to go into the city and watch a Broadway show?" asks Senior Chief Aviation Structural Mechanic Stuart Slocum, who has been recruiting for four years and is now in Bayshore, Long Island.

But fishing isn't to everyone's taste. Chief Personnelman Jay Simons, the command's enlisted classifier, says, "I'll bet I haven't missed a good Broadway show in the two years I've been here." Chief Simons admits that he doesn't have time to catch all the productions because of his great interest in spectator sports and celebrity watching.

"Madison Square Garden (home of the New York Knicks, the New York Rangers, and a lot of professional and amateur boxing) is the spot," he says. "Why watch television when all the celebrities go to the fights?"

The expense of it all doesn't bother Chief Simons — mainly because the New York area boasts one of the best special services activities on the East Coast. "If it is a 'happening,' chances are you'll be able to get tickets through special services or the USO. I can't remember the last time I actually paid for entertainment in the city," he says.

But even if one were required to pay, he could take comfort in the fact that contrary to all legend, New York can be a low to moderate cost town. Gotham is not only the most varied city in the world in terms of people and sights. It also has the widest variation in prices and costs. New York has its Copacabana but it also has dozens of small ethnic restaurants where an unusually good meal can still be had for a reasonable price.

The question of adaptability usually comes up when the big town is mentioned. If you're stationed on Long Island or upstate, duty sounds great because you're within driving distance of Manhattan, close enough to enjoy the city's delights but far enough removed to appreciate a slower pace of living.

But what happens to the small townner who finds himself actually stationed in the city?

"I've learned to love it," says Nazarine Jenkins, the wife of Brooklyn recruiter Chief Boiler Technician Joe Jenkins. "We live in a high-rise apartment complex in Brooklyn and it is just great. Joe and I spend a lot of time in the city, but you have to channel your activities very carefully. There's almost too much to do.

"New York is hardly the most tranquil city in America," she adds, "but it is far from the hotbed of crime and violence imagined by non-New Yorkers. If you weren't a worrier before you get here, you won't change into a worrier during your stay."

She's right. There just isn't enough time.

— Story by JO1 Leonard J. Johnson
— Photos by PH2 Montie Talbert III

- SPECIAL PAY FOR RECRUITERS INCREASED

Special duty assignment pay (SDA) for Navy recruiters and Navy counselors serving as recruiters has been increased. The increase beyond the former \$50 a month SDA pay will be in \$50 steps, to \$100 a month or a maximum of \$150 a month, based on time served in recruiting billets which qualify for the pay. The general requirements to qualify for the initial \$50 a month include holding a 9585 NEC and filling a billet as a recruiter, recruiter canvasser, or chief recruiter, zone supervisor or recruiting aids supervisor. Further details about the pay increase can be found in BuPersInst 1430.12J of 4 Jul 1974.

- LAW INCREASES SGLI COVERAGE TO \$20,000

A new law passed by Congress and signed by the President has increased Servicemen's Group Life Insurance (SGLI) coverage to \$20,000 and created a five-year, nonrenewable term insurance program called Veterans Group Life Insurance (VGLI) for personnel separated from active duty. Persons being separated from active duty may, within 120 days after separation, convert their SGLI coverage to the same amount of VGLI coverage.

- REQUIREMENTS RELAXED FOR 1 OCT FLEET RESERVE TRANSFERS

Enlisted personnel wanting to transfer to the Fleet Reserve before 1 Oct 1974 will have an easier time of it, according to a recent message from the Chief of Naval Operations. That message, in part, says:

"Recognizing that some, for a variety of reasons, will desire to transfer to the Fleet Reserve prior to 1 Oct, and in fairness to our many personnel whose service has been faithful and arduous, a general relaxation of Fleet Reserve eligibility criteria is being made to enable these members an early transfer to the Fleet Reserve if they desire after consideration of all factors. Effective immediately all personnel who meet the statutory requirement of 19 years and six months' qualifying (active plus constructive time) service prior to 1 Oct 74 and who will have served six months in grade from actual date of advancements for pay purposes may be transferred to the Fleet Reserve providing a contact relief is not considered essential for ship/squadron/operational/combat readiness as approved by CincPacFlt/CinCLantFlt manning control authorities. Commanding officers shall ensure that all members desiring transfer to the Fleet Reserve prior to 1 Oct 1974 are counseled on all aspects of their decision."

The foregoing policy follows announcement (as discussed in last month's ALL HANDS, page 38) of the possibility of losses in retired pay which could result from the combined effect of provisions in current law affecting save pay for retirees and acceleration of Consumer Price Index (CPI) adjustments to retired pay.

Before making a decision, however, all personnel contemplating transfer to the Fleet Reserve are advised to review all facets of future monetary compensation and careers. Consideration should be given to active duty pay and allowances based on longevity and retainer pay allowances gained by active duty and federal service. BuPers Manual (2630100.2C and 2630100.3B) provide

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basic guidelines in this regard. An early Fleet Reserve date could result in loss of an additional 2.5 percentage multiple factor (BuPers Manual 2630100.2C) and/or loss of a longevity fokey (BuPers Manual 2630100.3B). Early termination of active duty could result in an additional pay loss. In many cases, the wisest course of action would be to remain on active duty to accumulate additional retirement pay equity. There is also the consideration of the possibility that legislation could be passed at a later date which would avoid the losses contemplated above.

There is a real need in the Navy today for the talents of our quality senior petty officers in every area of the force, generally, and specifically in the undermanned ratings.

- RETROACTIVE BAQ ENTITLEMENTS FOR CERTAIN MARRIED MEMBERS

The Comptroller General of the United States has ruled that the Basic Allowance for Quarters (BAQ) may accrue to certain members, married to another member and with no other dependents, for periods prior to 13 Sep 1973. That was the date housing assignment and BAQ entitlement regulations were changed as a result of a Supreme Court decision. The retroactive claims are subject to the 10-year statute of limitations in public law, but it should be noted that the 10-year statute of limitations does not run during periods of active duty. SecNavNote 7220 transmitted as A1Nav 15-74, provides specific information for filing a claim.

- FREEDOMS FOUNDATION ENTRIES NOW BEING ACCEPTED

Entries for the annual Valley Forge Patriots Awards program are now being accepted by the Freedoms Foundation in Valley Forge, Pa. All entries should be addressed to Awards Department, Freedoms Foundation at Valley Forge, Valley Forge, Pa. 19481 by 1 Nov 1974.

The patriots award is a special category of the Freedoms Foundation awards program open only to active duty and Reserve members of the U. S. armed forces. Members are invited to write a letter, essay or poem relating to this year's contest theme, "Human Goals -- The Advancement of Dignity." The best two entries -- one from the active duty member and one from a Reserve component member -- earn principal awards; a check for \$1000, an encased George Washington Honor Medal and a trip to Valley Forge and Washington, D. C.

- 1 OCTOBER DEADLINE FOR CARTOON CONTEST ENTRIES

The fast approaching deadline for entries in the All-Navy Cartoon Contest is 1 Oct 1974. All entries must portray a Navy theme, must be drawn on white illustration board (8 x 10 1/2 in.) with black ink, and must include the name, grade/rate, social security number, duty station, mailing address with zip code or FPO, name of hometown and hometown newspaper, title or caption, and a signed release statement from the illustrator. Dependents entering the contest should include their age and name of sponsor and sponsoring command. Check BuPersNote 1700 for further details.

- NEW FLIGHT PAY PROPOSAL ENACTED BY CONGRESS

The aviation pay system has been amended by Congress and the following provisions have been put into effect under the new law: Rates have been restructured to offer the highest amounts of pay to those in the six to 18 years of aviation service period, with progressively declining rates in the 19 to 25 years of officer service period. Career screening points have been set up at the 12th and 18th years of aviation service to determine eligibility for continuous pay, but those who have passed these points under the old system are considered to be eligible for the pay.

An officer must have performed six years of operations flying, including flight training, at the 12th year of aviation service; at the 18th year he must have completed 11 years of operational flying to receive continuous entitlement through 25 years of commissioned service. An officer with nine but less than 11 years may receive continuous pay through his 22nd year of commissioned service. The new system contains a number of other provisions with which aviation officers should be familiar. These can be found in SecNavNote 7220 of 14 Jun 1974, or BuPersNote 7220 of 7 Jun 1974.

- 1975 NESEP APPLICATIONS DUE BY 1 SEPTEMBER

Applications for 1975 enrollment in the Navy Enlisted Scientific Education Program must reach the Chief of Naval Personnel by 1 Sep 1974. This program provides an opportunity for enlisted members to receive a college education, paid for by the Navy, and a commission upon graduation. Besides having tuition, fees and books paid for, candidates will receive their full pay and allowances for the enlisted paygrade in which they entered the program. Application details can be obtained from your career counselor or from BuPersNote 1530 of 4 Jun 1974.

- MILEAGE RATES INCREASED FOR TRAVELING SERVICE PERSONNEL

Some major changes in mileage rates paid to traveling Navy personnel have been incorporated into the Joint Travel Regulations. The mileage rate for change of station moves will increase from six to eight cents a mile, while the rate for dependents age 12 and over will go up by one cent to seven cents a mile. Also changing is the age at which dependents will qualify for mileage payments. A rate of three and one half cents a mile for each child, age 2 to 11, will now be paid.

Other changes include the deletion of the 18-cents-a-mile limit on payments for dependents and the removal of the rule that payment cannot be made for more than two dependents at the 12 years and over rate. Temporary additional duty mileage rates will also increase from five to seven cents a mile.

- ENLISTED CLOTHING ALLOWANCE CHANGES

As of 1 July the basic cash clothing maintenance allowance for enlisted men has been increased from \$5.40 to \$5.70 a month. The standard cash clothing maintenance allowance for men, which begins with the 37th month of duty, has gone up from \$7.80 to \$8.40 a month. Basic maintenance allowance for women has decreased from \$7.80 to \$7.20 and the standard maintenance allowance

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for women has gone down from \$11.10 to \$10.20 a month. These changes reflect an overall increase in the price of men's uniforms and a decrease in women's.

- DSM AWARDED TO MCPON JOHN D. WHITTET

The Master Chief Petty Officer of the Navy has become the third enlisted Navyman in history to receive the Distinguished Service Medal. In a citation signed by the Secretary of the Navy, Master Chief Whittet was commended for "exceptionally meritorious service" during his tour as MCPON.

Whittet, a former AZCM with 31 years of service, recently converted to the Navy's new MA rating and has reenlisted for another six years. He became the second MCPON in 1971 when he relieved Delbert D. Black, also a recipient of the DSM. The third enlisted man to receive the DSM was Senior Chief Radarman Larry H. Nowell for his work during combat operations in Vietnam in 1972.

- RESCUE TEAM FROM LPH 12 HELPS SAVE THREE EGYPTIAN CREWMEN

A Navy rescue team from the amphibious assault ship USS Inchon (LPH 12) helped extinguish a fire and save the lives of three crewmen aboard an Egyptian cargo ship at Alexandria, Egypt. A fuel leak and explosion caused the fire in two parts of the ship, Al Mokatten, and the Americans offered firefighting and medical assistance. Hospital Corpsman Harold R. McHenry of Warminster, Pa., is credited with saving the lives of three Egyptians who were overcome by smoke while fighting the fire. Inchon was the first American ship to visit Alexandria in 12 years and had just completed her part in Operation Nimbus Star, the Suez Canal mineclearing operation.

- CONTINUING NEED FOR UDT/SEALS EXISTS

There's a shortage of individuals in the Underwater Demolition Team and Sea-Air-Land Team community, according to BuPers. Persons who qualify for this program attend a 26-week training course at the Amphibious base in Coronado, Calif., with the first two weeks spent on physical preconditioning. The course includes instruction in scuba diving, small arms training, beach reconnaissance and unconventional warfare. Most UDT/SEAL units are located in Coronado or in Little Creek, Va. While GM, ET, PR, PH, DM, EN and RM ratings are in particular demand, any other ratings may apply. Details are contained in Article 1420160 of BuPers Manual, and additional information on UDT/SEAL requirements are scheduled to appear in the summer edition of "Link Magazine."

- NAVY PREP SCHOOL MOVING FROM BAINBRIDGE TO NEWPORT

The Naval Academy Preparatory School, the third oldest school in the Navy, is moving from Bainbridge, Md., to Newport, R.I., where it will become part of the Naval Education and Training Center. The move, which involves some 300 students and a staff of 45 people, began on 1 July and will be completed in time for classes to open in September.

The school was founded in 1915 at Newport, but during most of the time since 1942 it has been located at the Bainbridge Naval Training Center. The school prepares selected enlisted men for entrance in a four-year course of study at the U. S. Naval Academy and commissioning as ensigns.

from the desk of the Master Chief Petty Officer of the Navy

'Navy Wives: Vital Members of The Team'



MCPON JOHN D. WHITTET

The Navy wife, since the earliest days of the sea service, has had an important role as a part of the Navy team. But in the past her importance either went unrecognized or was relegated to the background.

But times have changed. In fact, today's Navy wife is not only officially recognized as a vital member of the Navy team, but her views are sought out in many areas. During my years of service and my tenure as the Master Chief Petty Officer of the Navy, I

have had the opportunity to meet many fine Navy wives and have found the majority to be flexible, highly motivated women. Yet, I have also discovered that many of these same wives are not aware of all the services the Navy provides to help them adapt to Navy life.

For instance, when a Navy family arrives at a new duty station, the husband is normally busy getting settled in his new job. Therefore, many times the wife becomes responsible for finding the local schools, churches, hospitals, etc. To ease this situation, the Navy established personal services centers at 57 U. S. Navy installations around the world.

These centers utilize the services of Navy personnel and volunteers (many times other Navy wives) to supply newcomers with the information and assistance they will need to get settled in their new community. If a family arrives at a new duty station ahead of its household goods, the centers will provide a hospitality kit. This kit includes essential items, such as dishes, blankets, cots and cleaning gear, to assist the family until its own shipment arrives. Also, the centers are equipped to supply information on recreational facilities, banks, voting and auto registration, tax laws, and child-care centers. The personal services centers can definitely be very beneficial to the Navy family on the move.

Another major concern for many Navy wives is finding suitable housing. Since the government furnishes housing to only 21 per cent of Navy personnel, the majority of Navy families must find housing in the civilian community. Locating a home that is adequate for family needs can be very difficult in an unfamiliar area. Proper guidance is essential. Most Navy installa-

USS Nathanael Greene - SSBN 636

THE BLUE CREW FLIES THE GOLD DOLPHIN

One of the highest goals a submarine wardroom can attain is to have every officer qualified in submarines. For each, this achievement is signaled by the Gold Dolphins on his chest, and for the ship, a Gold Dolphin flag flying from atop the sail.

Upon completion of *Poseidon* deterrent patrol 26, the nuclear ballistic missile submarine USS *Nathanael Greene* (SSBN 636), Blue Crew, commanded by Commander J. Gary Weigand, USN, out of Holy Loch, Scotland, joined a small number of ships that have flown the Gold Dolphin flag during the past decade.

A fully qualified wardroom of 14 officers is not easy to achieve on a *Poseidon* submarine because of the nature of the patrol cycle. Each officer must spend at least a year learning every engineering detail and operational aspect of the submarine before the commanding officer recommends him for designation as "Qualified in Submarines."

In addition, each officer is required to complete stringent qualification programs for all watch stations for which he is eligible. Normally, each officer must qualify as engineer officer of the watch, diving officer, and officer of the deck.

With a week of patrol 26 left, and all officers of the *Greene* either already qualified or recommended for qualification, work started on making the Gold Dol-



tions have housing referral offices to provide information to Navy families concerning available housing, price ranges, services, and utilities. Additionally, the Navy sponsor program is available. A sponsor not only can provide special services before the family arrives, but also provide necessary guidance immediately upon arrival. As soon as new orders have been issued, Navy men and women should contact their personnel office which will assist them in contacting a sponsor at their new command.

Practically every Navy installation has a legal assistance office to counsel Navy families concerning legal problems or questions. Navy legal officers are experts on contracts and leases and should be contacted before any long-term lease or contract is signed. Properly used, the housing referral office, the sponsor program, and legal assistance can be extremely helpful to the family seeking housing tailored to their needs.

Another area of concern to Navy wives is the high cost of food and clothing. Since prices for consumer goods have continued to rise sharply, most Navy wives are wisely taking advantage of the 20 to 30 per cent savings which can be realized by buying through the Navy Resale System.

One of the greatest pleasures I've had as the MCPON has been meeting and working with members of the Navy Wives Clubs of America. Many of these wives are working diligently to alleviate problems in the areas of housing, family separations, pay and benefits. The Navy Wives Clubs of America, which has branches at nearly every major installation, is an organization with a sense of responsibility, an appreciation of civic duties and a desire for fun, mixed with a pursuit of knowledge.

Many of the women who are active members of the Navy Wives Clubs of America are also very experienced in coping with such problems as family separations, moving the family, and adapting to a new community. These women are always eager to share their tips and ideas with younger, less knowledgeable women. Also, for those wives who like to keep busy during their husbands' deployment periods, the Navy Wives Clubs of America provides an ideal way to become involved with meaningful volunteer work and to alleviate loneliness with sympathetic wives through planned social events.

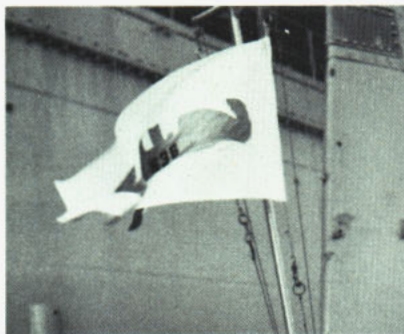
Another excellent source of advice and general information is the Navy Wifeline Association. The publication of this association, which is issued four times yearly, gives Navy wives helpful facts and hints to help them benefit from Navy services available to them and their families. In addition, the Navy Wifeline Association distributes a number of brochures relating to Navy life. Wifeline is always seeking new or useful information and wives are encouraged to send any hints or information they may have which would be helpful to other Navy wives to: Navy Wifeline Association, Building 210, Washington Navy Yard, Washington, D. C. 20390.

As a vital member of today's Navy team, the Navy wife's morale must be considered along with the morale of her husband. Therefore, many of the services provided to Navy dependents at this time are geared to keep wives' morale at a favorable peak, especially in the absence of their spouses. I encourage all Navy men, women, and dependents to utilize Navy services and benefits to get the most out of their Navy career.

phin flag. White linen from the pantry served as the field, and the gold lining of a reversible athletic shirt became the dolphin's figure. The ship's number was taken from numbers on a ballcap, and each officer helped sew the flag. Finishing touches were applied by QM3 (SS) Bruce Burnett, USNR.

Upon return to Holy Loch, the flag was proudly flown as *Nathanael Greene* came alongside the sub tender USS *Canopus* (AS 34) for refit. The rarity of being able to hoist such a flag was noted by the commander of Submarine Squadron 14, Captain Albert L. Kelln, USN, as he presented Gold Dolphins to the newly qualified officers at the Blue/Gold crew change of command ceremony.

The qualification process never ends for the submarine officers or crew. A past accomplishment is being built upon during off-crew training in *Nathanael Greene's* home port, New London, Conn. Goal for next patrol is a fully qualified ship, flying both Gold and Silver Dolphin flags. (Contributed by LT Jay M. Cohen, USN. — Ed.)



Facing page: The Gold Dolphin flag is displayed with each officer's dolphins attached. Above right: The coveted banner flies aft of *Greene's* sail alongside USS *Canopus* (AS 34) in Holy Loch. Right: The officers of the Gold Dolphin wardroom with the boat's skipper, CDR J. Gary Weigand, USN, in the center of the top row.

YTB CRAFT



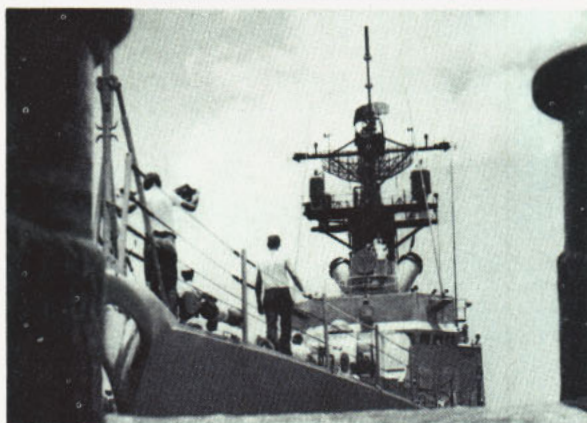
If you go down to a tug pier and ask someone which tug is best, each crew will claim its own, demonstrating the pride tug sailors have for their craft. The crew of YTB 796 at Naval Station, Marianas, on Guam is no exception.

"Everything aboard is in working order," says Boatswain's Mate 1st Class Frank Monaco, craftmaster of 796. "I guess it's because the men have pride. There's a lot of competition, and everyone wants to think he's number one."

The tugs at NavSta are assigned five-section duty, rotating from the duty tug to number two, to number three, and so on. But if three tugs are needed, the first three are called.

During a recent storm, all five tugs were busy for three days straight. The log of 796 shows that she was underway for 41 hours during those three days, not counting the time spent dockside on standby.

At times like this, when many different ships must be moved in a hurry, you may hear a tug sailor using phrases such as "stern tow," "scow make-up," "Mississippi," or "split headline." If you were to ask what these terms mean, a tug sailor would reply "to get things from one place to another." But actually, each



Left, top to bottom: YTB 796; EN2 Harold Dodge checks the oil and water from 796's diesel engine; a destroyer escort preparing to leave harbor. Above: EM2 Vincent Flores throws a line across to a crewmember of the visiting USS Lockwood. Right: SN Randi Watson and EN2 Florenio Farinas keep watch on cable tension. Far right, above: Towing the destroyer escort to open seas. Far right: BM1 Frank Monaco takes the helm and heads for another job.

MASTER

term is a specific way for a tug to tie and control a larger ship in varied situations.

A tug isn't used just to move other craft, as Petty Officer Monaco explains. When a tug isn't pushing ships around, she can be a seagoing fire truck, or if she is equipped with radar, she can leave harbor and aid in air/sea rescue.

A "B" tug's 10-cylinder, 10,370-cubic-inch diesel engine must be maintained in top working condition, as well as her generators, fire pumps, winches and every other piece of tackle. For this, the tugs' crews conduct regularly scheduled preventive maintenance in addition to necessary emergency repairs. When not underway, the crew is still turning to, sometimes well into the night.

Despite hard work and long hours, sailors at the NavSta find life on the tugs quiet. Monaco explained, "People generally leave us alone and we can do things our own way."

It's this spirit that makes YTB 796 and her crew one of the best in the business — something they'll be glad to tell you anytime you ask.

— Story and photos by PH3 Scott Stuart





Operations Specialist SN Linda Coons.

When Operation Specialist Seaman Linda Coons completes another 15 hours of flight time, she will be one of the first non-aviation Navy woman, assigned to the Pacific Missile Range Directorate Range Surveillance Center at Point Mugu, Calif., to earn flight wings and qualify as a radar operator aircrewman in the S-2 *Tracker* aircraft.

Seaman Coons, who volunteered to participate in the operation specialist flight training, says she is just beginning to do some of the things she has always wanted to do and is having the time of her life. She is successfully competing in a field previously known as a male domain, the dimly lit, black radar rooms of the Navy.

Seaman Coons entered the Navy about a year ago and has completed both Operation Specialist "A" School in Great Lakes, Ill., and the Navy Tactical Data System (NTDS) School in San Diego. "Before I entered the Navy, I completed two years of secretarial training and finally realized I would get nowhere in that field."

A Navy recruiter told her about the many schools and areas of work available to a Navy woman. "The radar operator field interested me. You just never hear of anyone talking about radars and I wanted to do something different. The schools were difficult because this was a new field for me," she commented.

The NTDS school was even harder than "A" school," she related. "It is a three-week intensive training course and in my class there was a 40 per cent drop rate."

Since reporting for her first Navy assignment at Point Mugu her duties as an operation specialist have been the same as the male operation specialists. They are responsible for monitoring the radarscopes during range operations to ensure that all vessels and aircraft are cleared from the area where missile firing operations will be taking place.

After she had been with the center a month, she volunteered to begin training as an aircrewman for the S-2 *Tracker*, a twin engine turbo-prop aircraft tasked with clearing the Sea Test Range of both sur-

Flight Wings For Linda



face vessels and aircraft during missile firing operations.

To begin training qualifications as an aircrewman, she went through two days of flight physiology which included a flight physical and flight lecture, a regulation swim test in which participants must swim 220 yards continuously and swim under water 25 yards, with three surfacings for air allowed. This survival training also includes a simulated parachute landing in the water in which the participant must release himself or herself from a parachute while being dragged across a swimming pool. She also went through tests in the altitude chamber and successfully met every requirement in flight physiology and survival training.

Even with the knowledge gained from her training and experience in the past year, she still states readily, "There is still so much I don't know. This is a technical field. There's always something new to learn."

So far Seaman Coons has met all the goals she has set for herself. Her next one is to earn her aircrewman wings. She expects to have the required 50 hours of flight time soon.

"Wearing aircrewman wings signifies more than just the additional pay. Knowing that you have really earned them is what makes them so important. It takes perseverance to learn all the things you need to know," she said.

"It's fun. You know you're doing something important when you fly."

She is engrossed in her work and admits quickly she prefers working in a military environment. Her

father, Sergeant First Class James Coons, an Army career soldier, is currently teaching at Norwich University, Northfield, Vt. She has an uncle and a cousin who have recently retired from the Navy. Her military upbringing and its mobile way of life have allowed her to live in many locations on the east coast and in Alaska and Germany.

When asked if she would regret being assigned to sea duty, Seaman Coons responded, "I would desperately like to be assigned to a ship, a destroyer escort or a guided missile escort ship."

If her accomplishments seem adventuresome to some young women today, her goals for the future are even more so. "If I get enough courage I want to learn to sky dive and scuba dive."

She is not, however, totally involved in the nautical. "I'd really love to learn to ride a horse. It's something I've always wanted to do," she said and hopes to find time to pursue this prospective new hobby in the near future.

Ship's Doctor



Above: "Doc" is responsible for the purity of the ship's water. Right: Chief Amadio furnishes a crewmember with crutches.

In his small office aboard USS *Ouellet*, Ricco Amadio provides a service that has earned him the crew's respect and his nickname of "Doc."

Amadio, a chief hospital corpsman, is responsible for the health and welfare of the more than 250 men serving aboard the escort *Ouellet* (DE 1077) homeported in Pearl Harbor, Hawaii. In his role as "ship's doctor," he must be ready to treat everything from the common cold to burns and broken bones.

"When we deploy, it may be months before we see a doctor," said Amadio, "but we usually operate with larger ships and if the need arose we could helicopter

a doctor to the ship within minutes."

Chief Amadio usually sees about 20 people a day at sick call and, although most complaints are minor, he has his share of burns, cuts that need suturing, and broken bones, all of which can be handled on the ship.

Doc received his training at the Navy's Hospital Corpsman School, the Fleet Marine Force School and Independent Duty School. He received additional experience in Vietnam with the Second Battalion, Ninth Marines. He was in charge of 53 corpsmen and was responsible for operating the forward and rear battle dressing stations there.

"Most of my Navy tours have been very enjoyable. I was assigned to the White House as a physiotherapist. I was later assigned the task of setting up the Presidential Unit at Bethesda Medical Center near Washington, D. C.

Amadio's day is filled with a variety of jobs. With the help of another corpsman, he is responsible not only for caring for the crew's ills but also acts as sanitation inspector and first aid training officer.

"When I conduct first aid and health lectures for the crew I always try to get across to the men that the techniques and skills we discuss are not just for ship-board use but could be helpful to them throughout their lives," said Doc.

Sanitation inspections are held on the ship in places where uncleanness could cause disease. Tests must be made each day to check for water purity and chlorine content, and all produce that comes aboard must be inspected before consumption.

When his work in port is done, Amadio and his wife Mildred find time to golf on one of the courses near their home in Pearl Harbor. Doc is as good at golf as he is at his job, but he admits his seven handicap might be sandbagging just a little.

"I could have retired this year," he said, "but I enjoy my job and I like the Navy life, so I decided to stay in for 30."





Guam.....

Morocco.....

Taiwan.....

& Now Italy

*"... for this Navy family,
overseas duty is an adventure
in history . . ."*



For a native of Leslie County, Ky., the slogan, "join the Navy and see the world," has proved to be an adventure in history — Roman history.

Chief Radioman Leslie Smallwood has just completed a two-and-one-half-year tour on the staff of the Sixth Fleet commander. During this assignment, the chief, along with wife, Pam, and son, Jonny, lived in Gaeta, home port of the flagship USS *Little Rock*. He has since arrived at NAS Meridian, Miss., for duty.

Gaeta, a small resort and fishing village on the Tyrrhenian coast 90 miles south of Rome, is a history buff's paradise. Traces of the old Roman Empire are still very much in evidence. Roman notables, including Cicero, had summer villas in this area. The tomb of Cicero, killed nearby in 43 B.C., is located on the outskirts of Gaeta. Remains of the old Appian Way, the famous cobbled road that once spanned the Empire from Rome to Sorrento, can be seen within 15 miles of Gaeta.

The Smallwoods have seen it all.

"Living in this new environment," says Chief Smallwood, "has been exciting and challenging."

A few miles down the road from Gaeta are an old Roman amphitheater and part of the aqueduct that supplied water to Rome during Caesar's time. In the nearby mountains are quaint villages which have changed little during the past few hundred years. There are also several churches dating back centuries.

"Gaeta has really been an interesting experience for us," remarks Pam. "We were surrounded by so much history; it seemed around every corner there was a bit of history."

Besides historical attractions in the immediate area, Gaeta offered the Smallwood family an opportunity to travel to other parts of the country.

"Travel to all points in Italy and Europe is convenient by car or train," recalls the chief. We were only two hours from Rome by car, and just over an hour by Italy's rapid trains.

Gaeta's location makes it accessible to other famous Italian cities such as Florence and Venice, besides France, Switzerland, Austria and Germany. Pompeii and Naples are within 60 miles.

Another Italian attraction was auto racing. "Grand Prix auto racing is my favorite sport," he says, "and the Italians really know how to assemble a car for this sport."

Before serving in Italy, the 18-year Navy veteran had been stationed in Guam, Morocco and Taiwan. During his three-year assignment on Taiwan, Chief Smallwood learned to speak mandarin Chinese.

— Story and Photos by JOC Steve Smith.



Facing page, top to bottom: Chief Smallwood departs USS Little Rock at Gaeta; the Smallwoods study an ancient Roman monument; the Navy family walks along the Appian Way. Above: Visiting a church in Gaeta. Right, top to bottom: The remains of Cicero's tomb; old Roman aqueduct; the Smallwoods walk along Gaeta's seawall.

"... overseas duty, an adventure in living."

At Home



Above: ENS Annette Brown, assistant personnel officer in charge of ESO.
Below: LCDR Beverly Schroder, Head Nurse at Sigonella's dispensary.

You're one of a few, thousands of miles from home, living in a country where the people, customs and traditions are different from yours. And, you're a woman in the United States Navy.

This is the way it is for the women stationed at the United States Naval Air Facility, Sigonella, Sicily, where four officers and eight enlisted make up the female contingent of the naval force there. For all but one, it is their first overseas assignment.

"When you first arrive, you're more or less on your own," says Air Controlman Airman Debra Deering. "It takes a period of adjustment to accept the living habits of our host nation, but at the same time, it gives us a chance to become involved with the Sicilians, to experience firsthand the language, ideas, customs and traditions of their country."

Debra and another airman assigned to the air department, Mary Ann Moretti, have put into practice what they've learned about the host country. As a result, they have earned the admiration of its people, and are regarded as "daughters" in neighboring Sicilian homes where all enlisted women are living until base quarters, under construction, are completed. Women officers are billeted in the BOQ, unless married and living off base.

The pleasing personalities of the Navywomen help to improve morale at Sigonella. AZ3 "Tish" Kellam has added a lot of spirit by participating in the seasonal



in Sicily

sports programs and by becoming one of the fans' favorites.

And postal clerk Carolyn Polk, who reported aboard unattached last year, soon after "met her match" and is now married — a first for the base distaffers.

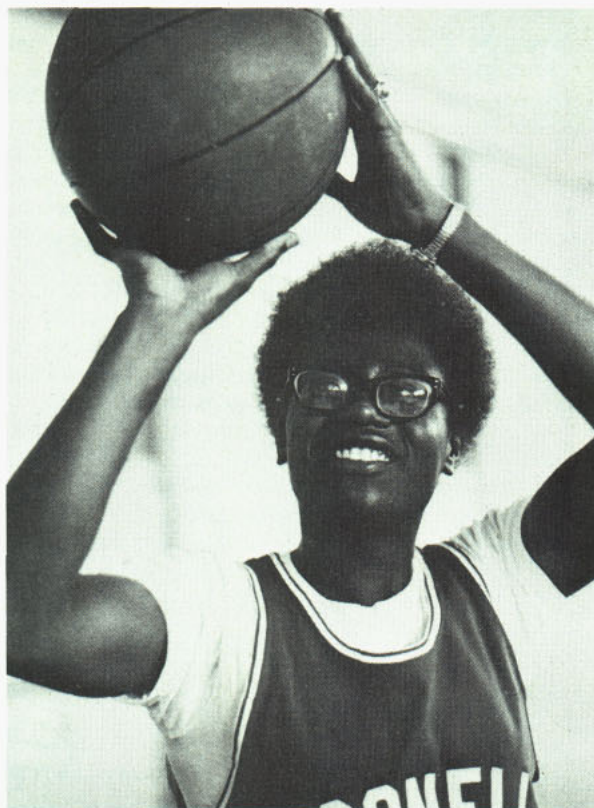
Meanwhile, putting out a weekly offset paper in the public affairs office is JOSN Laura Hansen, who tackles this one-woman job backed by six years' advertising experience and a desire to make the Navy a career.

Among the officers, LCDR Beverly Schroder serves as the head nurse at Sigonella's dispensary. She's a favorite with the children among her patients.

Education is the keynote that sparks ENS Annette Brown, the base's assistant personnel officer. She's eager to help anyone interested in college extension courses or willing to discuss the woman's place in today's Navy.

Their numbers may be small, but at Sigonella, the women of the Navy are performing jobs once done only by the men there. Today, the voice the pilot hears coming from the tower may be female. The parts needed for an aircraft may be issued to and even installed by a woman. Even those 30-pound mail sacks, carrying letters from home, quite often are tossed off the mail truck by a woman. In fact, this article was written by one of those Navywomen.

— Story by JO2 "Chick" Barger
— Photos by PH1 Bert Wendell



Above: AZ3 "Tish" Kellam, star of the women's basketball and softball teams. Below: JOSN Laura Hansen edits the weekly paper.



they LAUGHED when I sat

Every Navyman has a story he'd like to tell — about his unit, his shipmates, or himself.

Do yourself a favor and tell your story to ALL HANDS. Your article will then be brought to the attention of a Navywide audience, and you will have made a contribution to the Navy and yourself worth more than something as tangible as money. (Lucky for you, because by law, ALL HANDS does not have money to pay contributors.)

As of 1 May, ALL HANDS became the "Magazine of the U.S. Navy," shifting from the Bureau of Naval Personnel to the Navy Internal Relations Activity, an OpNav field activity under the Chief of Information located in the Pentagon. ALL HANDS offices are now at a new location (see the full address at the end of this article.)

All Navy men and women — not only journalists, photographer's mates and public affairs officers — are encouraged to submit material they consider of in-

terest to others in the Navy. You are guaranteed only that your story will be carefully considered for publication, but it may be easier than you think to get published in ALL HANDS.

Here are a few suggestions that may help you gauge our requirements and editorial standards:

- There's a story in the job you do. What you consider a routine, day-to-day job of the men on board your ship or in your command or unit may be just the story the rest of the Fleet will find interesting. Remember, it's only the man on the scene in a nuclear carrier, on a tug, or in the submarine service or the Seabees, who knows what's going on in his outfit. To others this is news, and this is the only way the rest of us can get to see how the different parts make the Navy work.

- Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical sub-



down at the typewriter....



... and when I grabbed my camera!

jects, daily shipboard activities, Navy training, personnel on liberty or during leisure hours (sports, hobbies, recreation), Navy contacts with the community, humorous or otherwise, interesting feature subjects, all are of potential interest to our readers.

- We do not use poems (except possibly New Year's logs), songs, change-of-command stories, group "watch-the birdie" type photographs or editorial-type articles.

- Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank and duty station shown in some conspicuous place on the first page of copy. If the material is for ALL HANDS please say so.

- Photographs which illustrate an article are important (but don't hold back a good story if you don't have pictures). Clear, well identified, 8-by-10 inch (if possible) glossy prints enhance the value of written material. All persons in photographs should be identified by full name and rate or rank if possible, and location and general descriptive information should be included in the cutline along with the name of the photographer. Credit is given to photographers when appropriate.

- And don't hold back a good photograph because you have no story to go with it. We make frequent use of pictures which tell a story with brief written cutlines.

- Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photo with a sharp pencil or pen, do not staple or pin

material to the photos, and do not send us negatives.

- We have limited authorization (funding) for color reproduction. If you have a good color transparency or 8-by-10 inch glossy print which portrays some aspect of the Navy, we'll consider it for an ALL HANDS color cover.

- Official photos which have been released should be stamped "released" on the back along with the name and location of the releasing activity.

- If your material is timed for a certain date or event, it should be in the hands of the editor at least one month before the month of publication. Research, re-writing and security clearance may hold up material for some time after it reaches us so, if possible, submit your story two or three months in advance.

- A forwarding letter is not necessary, but be sure the material you submit is identified with your name, rank/rate, command and your address.

- Address your material to:

Editor, All Hands

NIRA

Navy Department

Rm. 1044, Crystal Plaza #6

2221 Jefferson Davis Highway

Arlington Va. 20360

If you are in doubt as to the accuracy or readability of your material, ask your PAO or journalist, where available, to check your story. If in doubt as to whether your story is appropriate for publication, ask your CO/XO to take a look.



PLANNING A BIRTHDAY PARTY... NAVY STYLE

Public affairs offices and special committees throughout the Navy are knuckling down to the business of planning for the Navy's 199th birthday — the theme, "Navy Birthday — A Proud Tradition." In planning for such events, a backward glance is helpful. Here are things some commands did to celebrate the Navy's birthday last year.

Most commands had the traditional dining-in ceremony, guest speakers, award ceremonies, Navy Sabbath services, special menus and holiday routine. These are all important ingredients, but, along with these traditional activities, many had parties, contests, games and, of course, a birthday cake.

At San Diego a Navy Day Fair was held from 12 to 14 October. It featured historical and modern-day exhibits, demonstrations and static displays from area commands; tours of ships; open houses; boat rides; gig races; an air show and air race. Navy bands stationed in the area gave concerts and provided entertainment. Naval Reservists contributed to the fair by providing displays of Reserve community projects and drill activities. San Diego concluded its salute to Navy Week with a golf tournament, a Navy bakers' cake-decorating contest, family barbecue and a fashion show for Navy wives.

Recruiters in the San Francisco area gave a public, day-long party in Jack London Square, Oakland, Calif. More than 3500 people attended and saw special Navy exhibits; a hot air balloon liftoff; three Treasure Island minesweepers; a PBR, ATC and *Swift* boat from Coastal River Division 11; a 12th Naval District band concert; a parachute-folding display from NAS Alameda; and a 16-foot birthday cake in the shape of

USS *Oriskany* (Oakland's adopted ship). Special drawings were held for sports equipment (autographed by area pro athletes,) and restaurant meals. Go Navy buttons, balloons, bumper stickers, etc., were also given away.

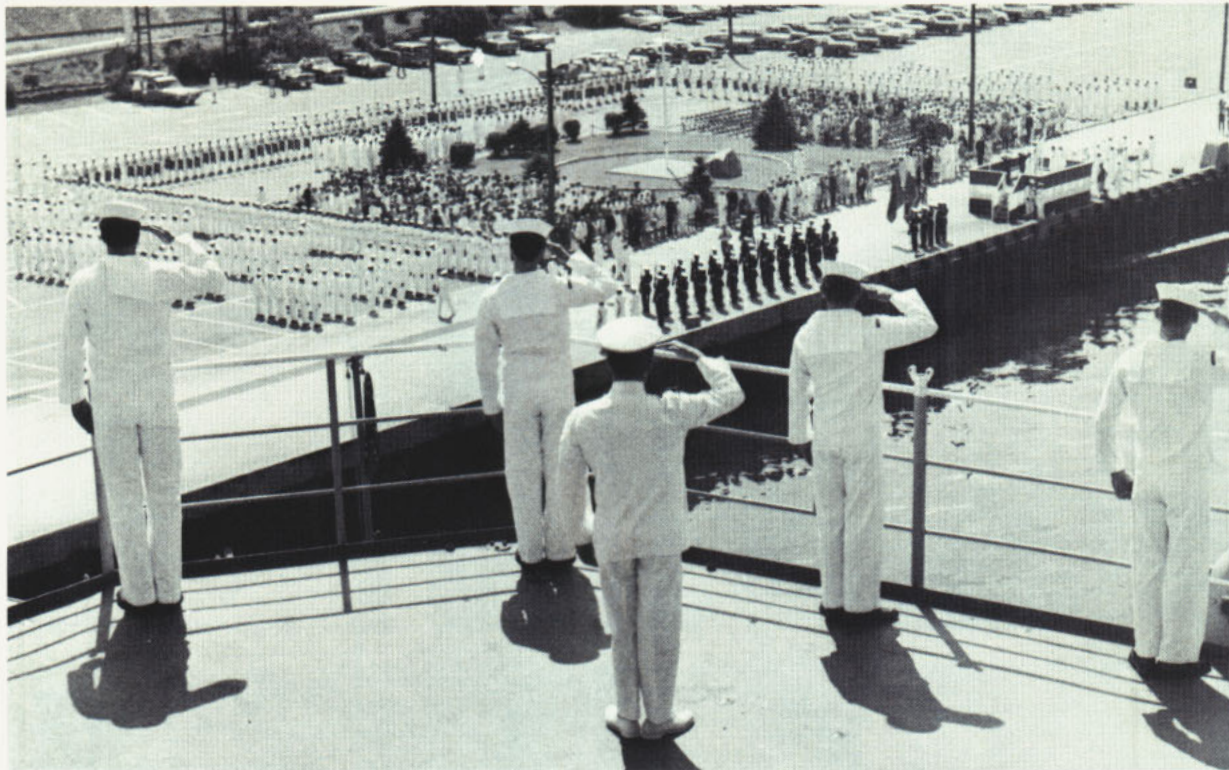
At Pearl Harbor, the Navy birthday celebration was kicked off with the second annual Navy Day liferaft races. Thirty teams from ships and shore commands in the area competed. Other features of the Pearl Harbor festivities were family day aboard ships, a Navy Exchange sale, entertainment by the Pacific Fleet Navy band and free beer, compliments of the Pearl Harbor Branch 46 Fleet Reserve Association.

Farther west, on Midway Island, everyone began preparing for the big day when holiday routine commenced the preceding noon. The birthday party began at 0945 with a horseshoe-pitching contest and concluded at 1730 with distribution of cakes made in a baking contest to single men.

On the mainland, at Great Lakes, Ill., events included a special recruit review and a rap session with Vice Admiral David H. Bagley, Chief of Naval Personnel. Tied in with the celebration were special sales by the exchange, commissary, consolidated package store and a number of club luncheons and balls.

At the University of Illinois, the NROTC Unit celebrated the birthday in conjunction with Campus Dad's Day. On hand were the Illinois and Purdue NROTC Drill Teams, Navy League members, retirees, Reservists and local Navy supporters. Festivities began with an 1100 coffee followed by the Illinois vs. Purdue football game. The "Marching Illini" band saluted the Navy and the NROTC at half time.





The naval and defense activities at Mechanicsburg, Pa., held a "Navy Birthday Outfit Happening." Women employees came to work dressed in Navy/nautical outfits. Prizes were awarded for the most imaginative and most attractive outfits by the Harrisburg Council of the Navy League.

The Governor of Mississippi and the Mayor of the city of Meridian proclaimed the week of 8 - 14 October as Navy Week and the Meridian naval complex held a Ten-Penny Carnival on 13 October. A carnival queen was selected and she received a \$25 savings bond and trophy; other contestants were awarded a \$10 gift certificate for each \$100 raised in the queen selection contest. All proceeds went to the naval complex Youth Activities Fund. Other highlights of the carnival were a helpers' sale, a soccer game and precision driving team in miniature dune buggies.

Out in the Atlantic, in St. David's Parish, Bermuda, the U. S. Navy birthday was celebrated with a helicopter demonstration and displays by the local weather detachment and fire department.

The Navy's 198th year was marked by special events on board ships too. USS *Forrestal* (CVA 59) held a two-day celebration which included a family picnic, a mess deck cake-cutting ceremony, special CCTV programs, an officers' party and a Navy Sabbath service.

A San Diego-based escort ship observed the day with a dependents' cruise, while another held open house. A fleet tug had dependents on board for an evening meal and a special movie presentation. Another in-port ship sponsored a beer and softball

party for crewmembers and guests. Others held cook-outs, special awards ceremonies, ship's store sales and smokers.

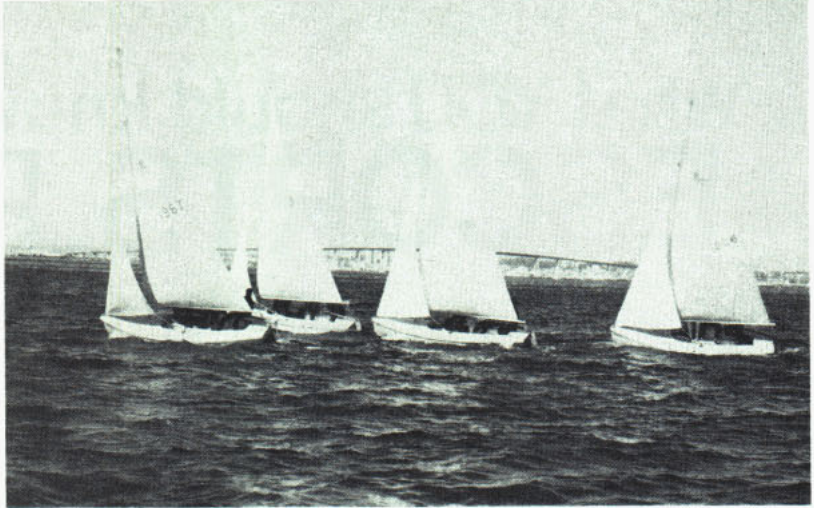
Ships underway also did what they could to celebrate. USS *Halsey* (DLG 23) crewmembers took time out from an underway schedule of missile systems certification to have a birthday meal and cake. The men in USS *Blue Ridge* (LCC 19) celebrated Navy Birthday and crossing the International Date Line in a double ceremony.

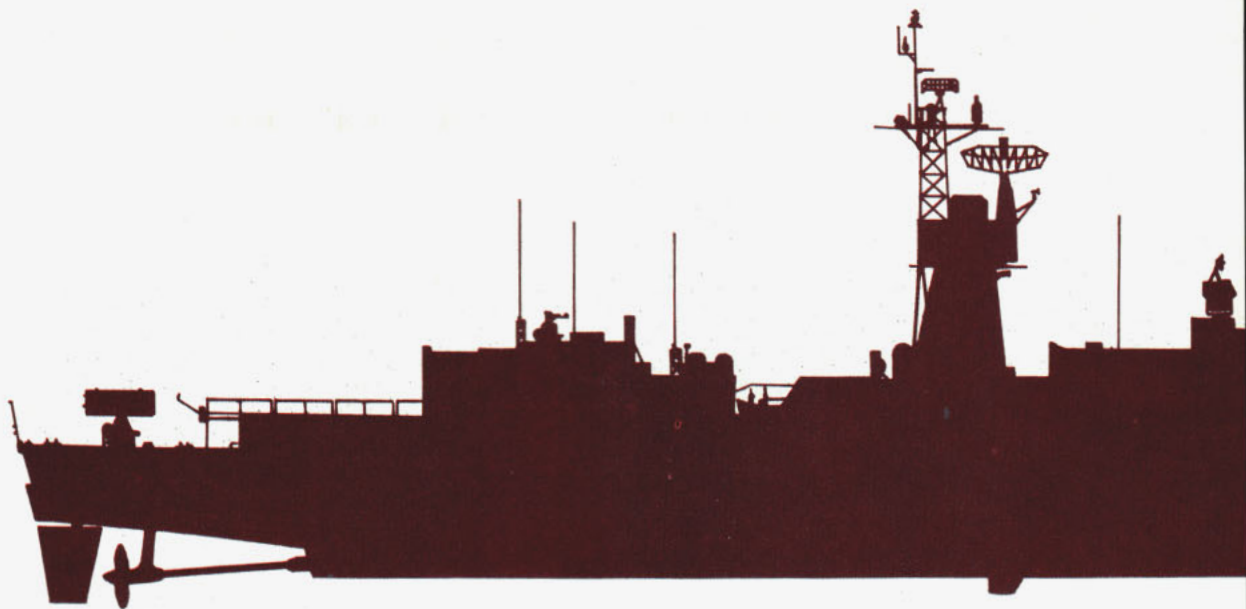
Still other ships, both large and small, reported a number of events held in commemoration of Navy birthday. These included ships' picnics, smokers, cake cuttings and fantail barbecues. In each instance success could be keyed to important factors such as research and planning.

In some cases, an insufficient amount of time precluded a major celebration, but as evidenced in a report from USS *Koelsch* (DE 1049), the time consideration could be overcome. This ship was scheduled to be underway on the Navy's birthday until a last-minute change ordered her to remain in port. Within a bare minimum of time, a ship's picnic was organized, complete with swimming, softball, soccer, cake, sodas hamburgers, hot dogs and beer. To heighten festivities, crewmembers of a visiting German ship were invited to share in the celebration.

If last year's events are any indication of what's in store for this year's Navy birthday celebration, it should be another great party.

— JO1 Tom Jansing





what YOU should know about **ESCORTS, PATROL**

The United States Navy is completing construction of a series of escort ships and is preparing to construct an additional class of similar ships — now called patrol frigates — during the late 1970s and early 1980s. These ships are intended to provide ocean escort for Navy amphibious, underway replenishment, auxiliary, and merchant ships. There are now some 65 escort ships in the fleet whose capabilities extend through the 1970s. The planned patrol frigate (PF) program would add an estimated 50 ships to this force from 1977 to 1982. A study of the evolution, characteristics and designs of these ships, entitled "Building Escort and Patrol Ships for the United States Navy," was recently completed by the Naval Ship Systems Command. The following is an excerpt from that study.

Evolution

Since man first went to sea in ships to trade and reap harvests of the sea, other men have used ships to interfere with those vessels engaged in lawful activities. Those men who sailed the latter ships were often pirates, brigands who claimed allegiance to no state. As nations evolved and made war on one another, their warships attempted to disrupt the maritime trade and other commercial sea activities of their opponents.

Thus grew the need for ships to defend merchant ships against pirates in peacetime and enemy warships

during war. These defending or "escort" ships were sometimes full-fledged warships. However, because a nation's larger warships could often be better employed in fighting enemy fleets than in escorting merchant ships, smaller, lighter-armed ships usually were employed in the escort role.

Ships used for escort have varied throughout history from older warships no longer suitable for first-line fighting, to merchant ships and even fishing craft that were equipped with guns to serve as "quasi-warships."

By the beginning of the 20th century navies had a number of different types of escort ships: sloops, corvettes, frigates, gunboats, and others. Their characteristics varied greatly, depending upon the navy and its requirements. In general, such ships were small and had limited capabilities.

World War I brought a new requirement for escort ships. Whereas the main threat to merchant shipping previously had been an enemy's surface warships, the submarine evolved as the primary commerce raider in the 1914-1918 war.

With the submarines attacking while submerged, the escort ships were fitted with sound detection equipment. Initially these were hydrophones or listening instruments lowered into the water to hear the sounds of a submarine's propellers. Once the submarine was detected, either visually or by sound, the escort ships would race for the sound "contact" with

guns firing if part of the submarine or its periscope were visible. As the escort ship reached the contact, it would fire or release the new antisubmarine weapons that were being developed. The early weapons were a collection of unusual devices. Among them were "darts" with explosive heads that could be fired at the submarine and a "harpoon" carrying a line tied to an explosive charge that was intended to catch on the submarine's wooden overdeck. But the most practical and successful weapon became the depth charge.

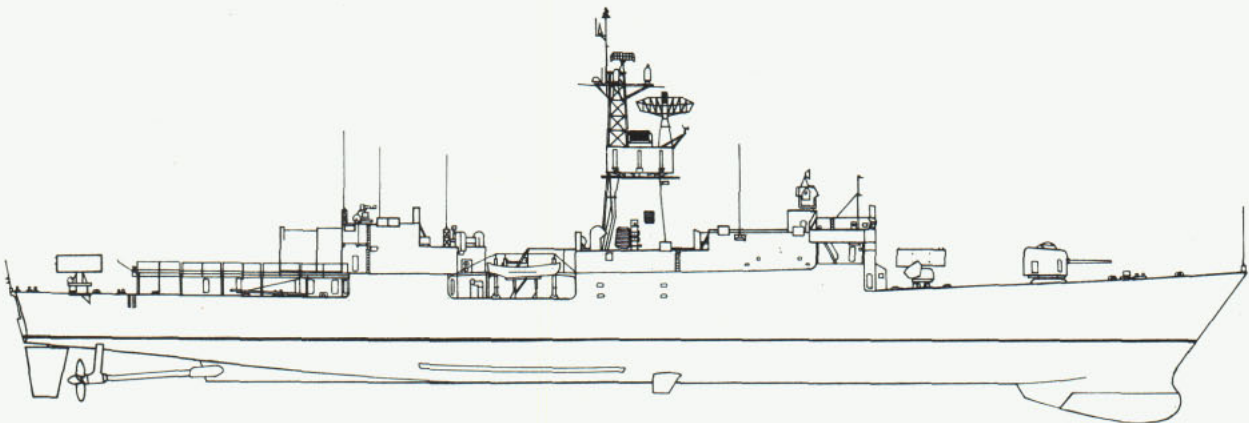
Colloquially known as the "ash can," the depth charge resembled a trash can and was fitted with an explosive charge and a pressure-sensitive fuze that would detonate the explosive when the weapon reached a preset depth (the pressure of the water increases almost a half-pound per square inch with every foot of depth).

It was estimated that a depth charge explosion could destroy a submarine at a distance of some 15 feet and damage one within some 30 feet. As with modern underwater weapons, damage is caused by the tremendous pressure wave generated by an explosion.

Even if the depth charge attack did not sink or damage the submarine, the explosions let the crew know that they were detected and that a destroyer or other escort ship was in the area. A depth charge attack could be a frightening psychological ordeal.

The ferocity of the submarine war can be measured by the number of allied merchant ships sunk during

FRIGATES



the war and the number of enemy submarines (German and Austrian) that were destroyed:

	Losses			
	1914-15	1916	1917	1918 (10 mos.)
Allied merchant ships	400	946	2439	1027
Enemy submarines	24	25	66	88

When the United States entered World War I on 6 Apr 1917, the most urgent Allied requirement was for escort ships to convoy freighters bringing food, coal,

Above: Design of the latest patrol frigate. Left: USS England (DE 635) was commissioned on 10 Dec 1943.

and raw materials to Britain. At the time it was estimated that Britain had sufficient food supplies to last for less than a month. Immediately, U.S. destroyers were dispatched across the Atlantic to join British escort forces. These ships soon were followed by newer destroyers as U. S. shipyards, having had three years for preparation, were able to tool up for mass production of destroyers.

Relatively little consideration was given to antisubmarine warfare or convoy escort in the years between the world wars for a number of reasons. Some military experts believed that the next war would be fought entirely in the air; others felt that improved acoustic detection devices would make submarines easy to locate and destroy. When war erupted in Europe in September of 1939, the British Navy was ill-equipped for combating German submarines. Fortunately for the British, the German Navy had only 57 operational U-boats and would require more than a year to build up a viable force of submarines. (The Germans would also employ large surface warships, battleships and cruisers, and heavily armed merchant ships disguised as Allied freighters in the merchant-raider role.)

The United States was able to profit from the British Antisubmarine Warfare (ASW) experience from 1939 to 1941 and had time before entering the conflict to begin massive ship construction programs. During 1942-45 the nation's shipyards built some 1300 small ASW ships (between 100 and 200 feet in length) and more than 600 large ASW ships (approximately 300 feet long), and converted hundreds of yachts and trawlers to fight submarines. These yards also built several hundred destroyers and more than 100 escort or "jeep" aircraft carriers that were highly effective in the ASW role.

The most important ASW ships were probably the so-called destroyer escorts (DE). These ships essentially were small destroyers fitted with about half the power plant of a destroyer (giving the DE a speed of about 20 knots compared with almost 35 knots for a war-built destroyer). The DE carried fewer guns and torpedo tubes than a destroyer, but had the same general antisubmarine capabilities as the larger ship.

The DE was fitted with acoustic detection equipment, sound navigation and ranging-sonar and ASW weapons. Initially the DE carried only depth charges, rolled off the stern and fired from side launchers. The depth charges were made more streamlined, being given almost a bomb shape so they would sink to their exploding depth more rapidly.

Still, depth charges had two principal disadvantages — first, they required the attacking ship to overrun the submarine, meaning that for a few moments, the ship's own propeller and movement sounds would blank out the U-boat noises. Second, the depth charges, preset to explode at the submarine's estimated depth, would always detonate and this further masked any submarine sounds. Under these circumstances there were several minutes when the submarine could not be heard, and unless it sustained damage from the exploding pattern of depth charges, it could possibly evade pursuers.

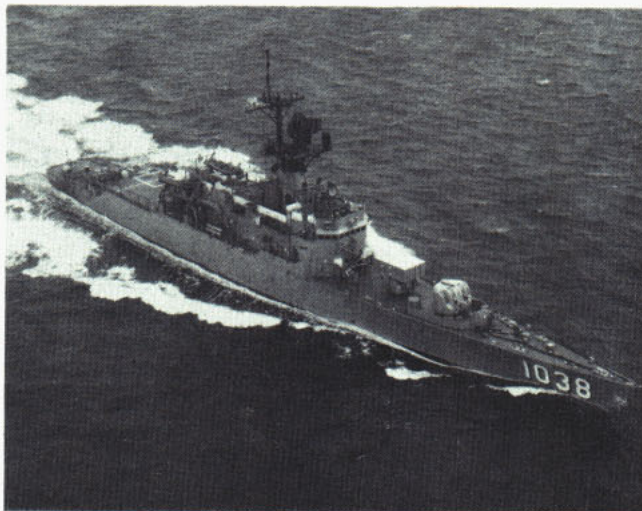
To overcome these limitations, the ahead-throwing "hedgehog" was developed. This weapon fired 24 relatively small, rocket-projectiles into the water some 250 yards ahead of the escort ship. The projectiles entered the water in a large, circular pattern and plummeted through the depths, exploding only upon contact with a submarine hull. Although the 31-pound explosive charge was smaller than a depth charge, it could still inflict significant damage on a submarine. The weapon was dubbed "hedgehog" because the launcher spigots which held the projectiles were somewhat akin to the protruding quills of a porcupine or hedgehog.

Another technological development that became a key instrument in ASW during World War II was radar — Radio Detection and Raging. Radar transmits radio waves in narrow beams to detect objects in darkness or fog and at greater distances in clear weather than the human eye can see. Escort ships were provided with radar to enable them to detect U-boats on the surface at night and in fog or their periscopes when submerged.

Fitted with depth charges, the ahead-firing hedgehog, and radar as well as sonar, the destroyer escort was a most important member of allied ASW forces in World War II. Other components of allied ASW forces included land-based aircraft and blimps, escort or jeep aircraft carriers and their planes, destroyers and the many types of smaller ASW ships and craft. Allied submarines also had a limited role in the antisubmarine operations.

With the U.S. entry into World War II, contracts were quickly let for hundreds of additional destroyer escorts as the battle against German U-boats in the Atlantic was given top priority for the Allies. Without safe Allied use of the Atlantic shipping lanes, Britain could not survive and there could be no Allied troop landings on the Axis-held portions of Africa or Europe.

The hundreds of escort ships that fought under the U. S. flag attacked German and Italian subs in the Atlantic and Japanese submarines in the Pacific. Sometimes the DEs were part of the merchant convoy



escorts; at other times they protected amphibious landing forces; and sometimes they teamed up with escort aircraft carriers (especially in the Atlantic) to form "hunter-killer" teams that sought out enemy submarines.

Although intended primarily as antisubmarine ships, the DEs were pitted against intense air attacks, especially in the Pacific, including Japanese suicide planes or kamikazes, and against the largest battleship ever built, the 67,000-ton *Yamato*. In a battle which occurred off the eastern coast of the Philippines in October 1944, several groups of destroyers and escort ships were pitted against *Yamato* and a fleet of battleships in a move to protect some fleeing Allied carriers. A number of the Allied destroyers and escorts were damaged and sunk but the Japanese attack was repelled.

After the war scores of the damaged and less capable

DEs were scrapped and others were transferred to foreign navies. Hundreds of others were "mothballed" and relatively few were retained in the active U. S. Navy service. When the Korean conflict began in June 1950, orders went out to activate some of the retired destroyer escorts in addition to hundreds of other Navy ships.

There was little threat from submarines in the Korean conflict because neither North Korea nor Communist China had a submarine capability at the time. Still, consideration had to be given to the possibility that the Soviet Union, which had the world's largest submarine fleet, might enter the conflict in Asia or elsewhere. Indeed, by 1950 there was evidence that the Soviets were beginning a massive submarine construction effort, one that would peak in the mid-1950s when 90 submarines were launched in a single year.

The U. S. Navy then initiated a new DE-building program. These ships would be more capable than their World War II counterparts and suitable for mass production. In addition to a slightly higher speed, they would have improved radar and sonar.

The first of these new ships was *Dealey*, completed in 1954. At about the same time the designation DE was changed from "destroyer escort" to simply "escort ship" to avoid confusion with larger destroyers that were being modified with improved antisubmarine weapons and called "escort destroyers" (DDE).

Bronstein and *McCloy*, both completed in 1963, were the first DEs to have the newly developed SQS-26 sonar, a very large underwater detection system. The large sonar dome is mounted in the bow of the ships, as far forward and away from the ship's machinery noises as possible. In addition to being capable of passive detection, that is, listening for submarine sounds, this sonar can be active, transmitting a narrow but powerful beam of sound that is reflected back should it encounter an underwater object. The ranges of the sonar, in both passive and active modes, are much greater than previous sonar detection capabilities.

Bronstein and *McCoy* were followed by 63 additional escort ships that incorporated the large SQS-26 sonar, antisubmarine rocket (*Asroc*), and a helicopter capability; the 10 *Garcia* class ships and six *Brooke* class escorts that also have an antiaircraft missile launcher; 46 of the large *Knox* class ships; and the one-of-a-kind *Glover*, used as an antisubmarine research ship.

The last units of the *Knox* class are now under construction. Led by *Knox* in September of 1970, several of this class of escort ships have deployed to Southeast Asia and participated in the Vietnam conflict. Their accomplishments exceeded expectations with respect to performance and mission versatility. Although the *Knox*-class ships were intended primarily for antisubmarine operations, the nature of the Vietnam conflict and the severe reductions in more capable destroyer ships required the escort ships to fulfill many roles normally assigned to general-purpose destroyers.

Below left: USS McCloy (DE 1038), commissioned on 21 Oct 1963. Below: USS Dealey (DE 1006) was commissioned on 3 Jun 1954. Bottom: USS Brooke (DEG 1) was commissioned on 12 Mar 1966.



These roles included gunfire support for operations ashore, blockade, and pilot recovery in hostile waters.

Program Status

The last eight of the *Knox*-class ocean escorts will be completed during 1974. These ships are being constructed in Westwego, La., by the nation's largest builder of escort-type ships for the U. S. Navy and Coast Guard.

When the 46 *Knox*-class ships are completed, the Navy will have 65 first-class ocean escorts, ships fitted with the *Asroc* weapon system, SQS-26 sonar, and a helicopter capability. (Several older, less-capable escort ships also will be in service during the 1970s, but employed primarily in the Naval Reserve training role.)

Design efforts are underway on the follow-on ocean escort ship, now designated "patrol frigate." The first ship of this class was funded in the FY 1973 budget with completion expected in 1977. The two civilian shipyards (in Bath, Me., and Seattle, Wash.), are heavily involved in developing the designs for the patrol frigate.

Approximately 50 ships of the patrol frigate series now are planned. After the lead ship is completed in 1977, completion of the follow-on ships will be delayed about 16 months to permit additional evaluation of the first ship's design. Then, the additional ships are planned to be completed at the rate of about 12 a year.

These programs will provide the Navy with approximately 115 first-line ocean escort ships by the mid-1980s.

Designs and Electronics

The Navy's new ocean escort ships and patrol frigates incorporate design features and equipment based on the two decades of escort ship development since the *Dealey*-class was designed in the early 1950s (*Dealey* was the first ocean escort developed to combat high performance submarines of the post-World War II designs).

Forward on the main deck is open space for ship-board weapons. Amidships is the superstructure which houses command and control spaces and some living quarters. Both types of ships have a helicopter hangar at the after end of the superstructure. Immediately behind the hangar is a flight deck for helicopter landing and takeoff.

The most obvious electronic features of these ships are their radar antennas, normally rotating as they transmit energy beams that will be reflected back to the antennas when they encounter objects. The presentation of these radar pictures is shown on a viewing scope located in the combat information center, on the bridge and in other key positions of the ship.

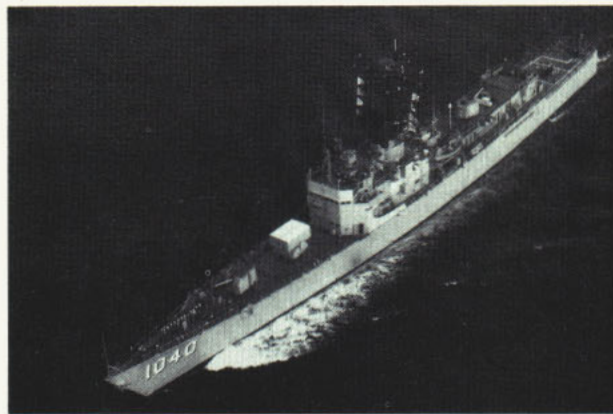
The *Knox*-class escort ships have an SPS-40 air search radar and SPS-10 navigation radar, both mounted on the "mack" structure. In addition, a smaller radar for directing the 5-inch gun is mounted on a director above the bridge. In the patrol frigate more advanced radars will be provided, probably the SPS-49 air search, SPS-55 surface search, and gunfire control radar.

For the detection of submarines these ships are fitted with advanced sonar equipment. The *Knox*-class ships have the bow-mounted SQS-26CX sonar, which is capable of passive and active detection.

Helicopter facilities in the two ship designs permit them to operate the helicopter of the Light Airborne Multi-Purpose System (LAMPS). This helicopter (described in detail later) carries several submarine detection devices. Data from the helicopter's sensors can be transmitted automatically to the escort ship or patrol frigate for analysis by the computers and control centers.

Characteristics

The following are the basic characteristics of the *Knox*-class escort ships and the preliminary characteristics of the planned patrol frigates (the patrol fri-



Upper left: USS Garcia (DE 1040), commissioned on 21 Dec 1964. Right: USS Glover (AGDE 1) was commissioned on 13 Nov 1965. Upper right: USS Harold E. Holt (DE 1074) was commissioned on 26 Mar 1971.

gate data can be expected to change slightly as design of the ship is completed):

	Knox-class escort ships	Patrol frigates
Displacement, full load	4100 tons	3400 tons
Length overall	438 feet	445 feet
Beam	45 ¾ feet	45 feet
Draft	25 feet	23 ¾ feet
Missile launchers	1 multiple Sea Sparrow AA	1 combination Standard-Harpoon
Guns	1 X 5-inch DP	1 X 76-mm DP 1 X CIWS
Antisubmarine weapons	1 helicopter 1 multiple Asroc launcher 4 torpedo tubes	2 helicopters 6 torpedo tubes
Engines	Steam turbine	Gas turbine
Boilers	2	none
Horsepower	35,000	40,000
Propeller shafts	1	1
Speed	27 + knots	28 + knots
Complement	245 to 283	185

Weapons

At the time *Knox* and her sister ships were being designed, consideration was given to arming them with an antiaircraft missile system. However, development of the weapon was halted. The highly successful *Sparrow III* air-to-air missile has been adopted

Antisubmarine Rocket, *Asroc*. For long-range attacks against submarines the *Knox*-class ships are being fitted to operate LAMPS equipment.

The SH-2D helicopter has twin turbine engines and is equipped with various sensors for detecting submarines and with torpedoes for attacking them. The sensors include radar to detect periscopes and antennas, magnetic detector to ascertain changes in the earth's magnetic field caused by a submarine, infrared devices to help find diesel-propelled submarines, and acoustic sonobuoys. The last are smaller listening devices dropped into the water from the helicopter. They can detect submarine noises and transmit the information automatically to the helicopter by radio. These sonobuoys, some dropped singly and some in patterns, are expendable and sink after their batteries give out.

During the service life of these ships additional weapons could be installed as they become available and are required, and more helicopters could be provided.

The *Knox*-class escort ships are propelled by a steam turbine turning a single propeller shaft. The steam plant in the *Knox*-class ships is one-half of the propulsion system of the larger, *Adams*-class destroyers. The basic plant is thus tried and tested with demonstrated reliability. However, several design improvements were made when the plant was adapted to the *Knox*-class, resulting in increased automation and performance. During Fleet operations *Knox* and her sister ships have exceeded both their designed speed and endurance requirements.

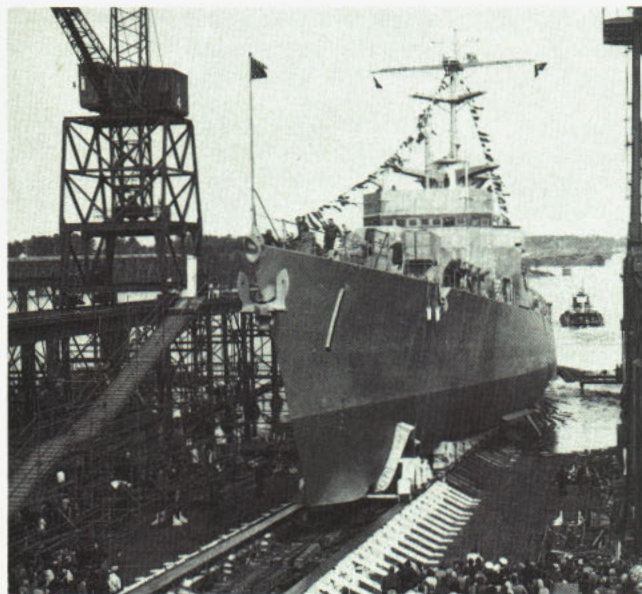
The patrol frigate propulsion plant will consist of two marine gas turbines, a modification of aircraft turbofan engines. This engine, designated LM2500, has a demonstrated reliability, having been in service for several years in vehicle cargo ship *GTS William M. Callahan*, a merchant ship operated under contract to the Military Sealift Command.

The basic design of the *Knox*-class escort ship provides accommodations for 17 officers and 228 enlisted men. In addition, some of the ships have accommodations for two additional officers, the senior of which will be the commander of a squadron or division of escort ships. The addition of the helicopter and *Sea Sparrow* antiaircraft missile to these ships will increase their complements up to 22 officers and 261 enlisted men.

The complement of the patrol frigate still is being considered; preliminary plans provide accommodations for 17 officers and 168 enlisted men. The basic organization of the PF will be similar to the escort ship.

Escort ships of the DE category traditionally are named for deceased Sailors, Marines and Coast Guardsmen who have served the nation with exceptional bravery or distinction.

One ship of the *Knox*-class honors a foreign official in exception to the DE naming tradition. *USS Harold E. Holt* honors the late Prime Minister of Australia, a supporter of U. S. policy in Southeast Asia. Mr. Holt died in December 1967 in a swimming accident. None of the planned PF series ships has been named.



for shipboard use. An eight-tube launcher for the missile, redesignated *Sea Sparrow*, is being installed on the stern of some *Knox*-class ships. This missile can be used for defense against low-flying attacking aircraft.

For antisubmarine warfare the *Knox*-class ships have three complementary weapons. For close-in attack against submarines each ship has four torpedo tubes built into the after superstructure. These fire the Mark 46 torpedo, a small, 8.5-foot weapon that seeks out submarine noises or searches for the submarine with sound waves. Behind the gun mount in the *Knox*-class ships is the eight-tube launcher for the

letters

Navy Rock Group

SIR: In a recent issue of *ALL HANDS* I noticed a spread concerning the Navy rock group called the "Commodores." I am interested in obtaining more facts and information about them. — AA D. A. N.

• We have been informed that the "Commodores" is the official jazz unit of the world-famous U. S. Navy Band located in Washington, D. C. While the majority of its concerts are performed in the capital area, it tours several times each year in its efforts to keep alive the tradition of the "Big Band" sound. Its 20 members, all active Navy personnel, are selected mainly from various Navy Fleet bands located around the world, although some are recruited directly from civilian life. As part of the "Commodores" entertainment package, it has one male and one female vocalist. — ED.

Residing in Navy Housing

SIR: I reside in Navy housing. Several of my acquaintances who also live in Navy housing have expressed a problem with dependents of other families. These problems range from harassment of their children to damage to government property.

I have read somewhere that the sponsor is responsible for his dependents and can be held accountable for their actions, but I cannot find any such reference. I would like to know what these instructions or regulations are. — RM1 J.E.C.

• Responsibility for the behavior and acts of service members' dependents is placed squarely where it belongs — on the service members themselves. Section 7.2 of NavFac P-352, the "bible" for operating Navy family housing complexes, states the rules and regulations relating to occupancy of Navy family housing. It includes discussion of the responsibility for acts of children and guests and conditions under which rights to occupancy will be terminated. These rules and regulations are to be included in an "Occupants Handbook" given to residents in Navy housing.

Additionally, enclosure (5) of OpNavInst 11101.13E, "Assignment,

Utilization and Occupancy Termination of Navy Housing," states that occupancy in public quarters may be terminated in part for any of the following reasons: "Unacceptable care or destruction of the housing unit assigned or related property, unacceptable or wanton behavior destructive to morale," or when "required to preserve military discipline."

Liaison with local housing managers indicates that frequently complaints received by them concerning alleged behavior and activities of dependent children are not specific enough or prompt enough to enable follow-up action to be taken. Residents should be encouraged to write down, in detail, the nature of the complaint and circumstances surrounding it and submit it promptly to the housing office. — ED.

Applying for W-3

SIR: I read last year of a proposal being generated in BuPers which would give E-9s an opportunity to apply for W-3. Would you please comment on the status of this proposal. — EQCM C. A. B.

• Review of the LDO and Warrant Officer program is still being made by the Chief of Naval Personnel. While some changes are expected, a decision has not been made as to what they will be. The present program, we are told, will continue in effect for 1974. But rest assured, any changes in these programs will be given wide publicity. — ED.

Travel/Proceed Time

SIR: I have chosen to reside in the Republic of the Philippines upon transfer to the Fleet Reserve and have received PCS orders to NAS Subic Bay for separation there. I have now been informed that, because it is my desire to be separated there, I am not entitled to proceed or travel time but will have it counted as leave.

Am I right to say that all PCS orders grant proceed and travel time entitlement? — BT1 B. C.

• No, proceed and travel time are not necessarily granted with all permanent change of station orders. A member who receives PCS orders for transfer in the same locale will not be entitled to it. Personnel who receive PCS orders which do not authorize

leave en route are not entitled to proceed time.

When being transferred to the Fleet Reserve you may be separated at any activity you choose, provided it is at no additional expense to the government. If additional travel time is needed beyond that authorized to get you to the nearest separation activity, it is charged as leave (BuPers Man 3810260). Proceed time is never granted in connection with separation or retirement orders (BuPers Man 1830160). — ED.

'An 1814 Battle . . .'

SIR: In your March 1974 issue you describe the picture on page 50 as a "painting of an 1814 battle . . ." If so, this must have been the most festive battle in naval history, because all of the ships are "dressed." Additionally, it must have been a family quarrel, since the last ship in the line flies the same stern flag as the ship at the extreme right. And finally, sightseeing tours of battles must have been the vogue; why else so many barges obviously unarmed and carrying VIPs? — Mitchell Arkin, Military Sealift Command

• Okay, okay, okay — everybody on the staff was so impressed by the photo you mentioned that we (none of us) followed through on checking out the caption and thus did not catch the error before press time.

We should like to call your attention to another flag photo in that series which was incorrect (we are somewhat surprised that you did not mention it). The admiral's flag shown on the ship appearing at the bottom of page 56 was hoisted upside down. We printed it the way the ship showed it. — ED.

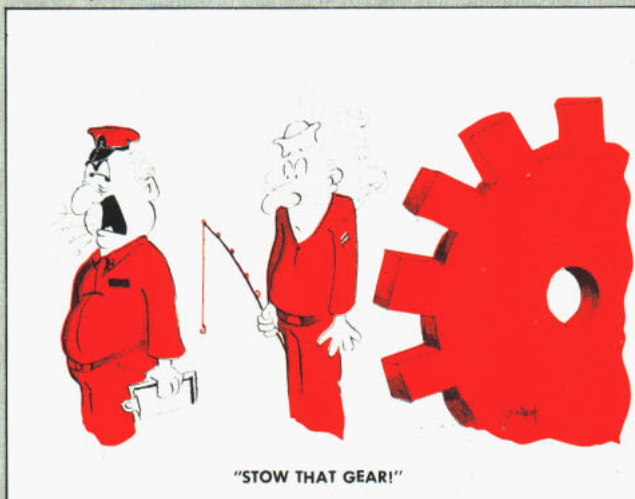
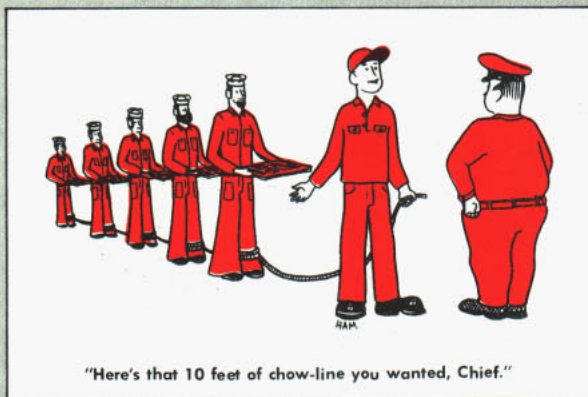
Eligibility for E-3

SIR: Is there a specific order in which requirements must be met before an individual can be considered eligible to take the examination for pay grade E-3? — PN1 L.D.W., USN.

• Not according to the Professional Standards Branch in the Bureau. However, certain eligibility requirements must be completed, such as practical factors and certain E-3 courses of study. By the way, commanding officers have the authority to advance members to E-3 without regard to any quota limitations. — ED.



on the serious side



TAFFRAIL TALK

Whether or not it was love at first sight isn't important to this story. What is important, is that Seabee Mike Clancy met Navy woman Seaman Apprentice Cindy Dreisbach while he was attending diving school at the Washington Navy Yard. Within a month, they were engaged.

Cindy had always cherished the idea that she would make her own wedding dress — a real dream of a gown with delicate lace, yards and yards of white satin, hundreds and hundreds of seed pearls — you know, the whole works.

Putting the gown together was quite a project. Cindy worked on it every spare minute of her time for three months. When it was completed, she surveyed it proudly. The pale beauty of four hundred seed pearls glowed in the lace of the gown's sleeves and the shimmering satin brocade of its bodice. It was a magnificent creation.

The nuptials had been set for 22 June in Cindy's hometown of Bellevue, Ohio. Early in the month, Cindy decided to take the gown with her when she visited Clancy at Davisville, R. I., where he was then stationed. When she returned to the airport in Washington, she collected her bag, hailed a cab (which was also carrying other passengers) and returned to her barracks at the Navy Yard. Arriving at the barracks, the cabbie opened the trunk and Cindy's suitcase was missing.

In a panic, she remembered one of the other passengers in the cab had decided, before leaving the airport, that the fare was too high and asked to be let out. The driver had gone around the cab and placed some luggage on the sidewalk driving off with Cindy — minus her bag.

Cindy and a friend rushed back to the airport, scoured the "lost and found" plus every nook and cranny in the whole huge complex. They thought surely they would find the missing bag — it was so easy to spot — red trimmed Navy blue with a big "Go Navy" sticker on it. If they had seen it, they could have recognized it in a second. Trouble was, they didn't see it. Cindy returned to the Navy Yard almost in tears.

Somehow, a local newspaper picked up the story. Several calls were received from readers who offered to lend or give Cindy their own wedding gowns. Cindy was grateful but really wanted her own. By then, however, she had reconciled herself to the prospect that she might never see the gown again.

Fortunately, the newspaper story was read by the bell captain at a motel in Virginia just across the Potomac from the District of Columbia. Joseph Corbitt remembered seeing an unclaimed bag in the motel's luggage room. Finding the bag matched the newspaper description of Cindy's lost suitcase, the bell captain took the bag to the newspaper's editorial offices where Cindy was summoned from the Navy Yard. Although the newspaper and the Navy Yard were only minutes apart, Cindy was so excited, she got lost and turned the trip into an hour. When she finally arrived, she opened the bag and, with tears streaming down her cheeks, cradled the gown in her arms then gave the smiling bell captain a big hug.

It all goes to show that what's his name was right. All's well that ends well.

The All Hands Staff

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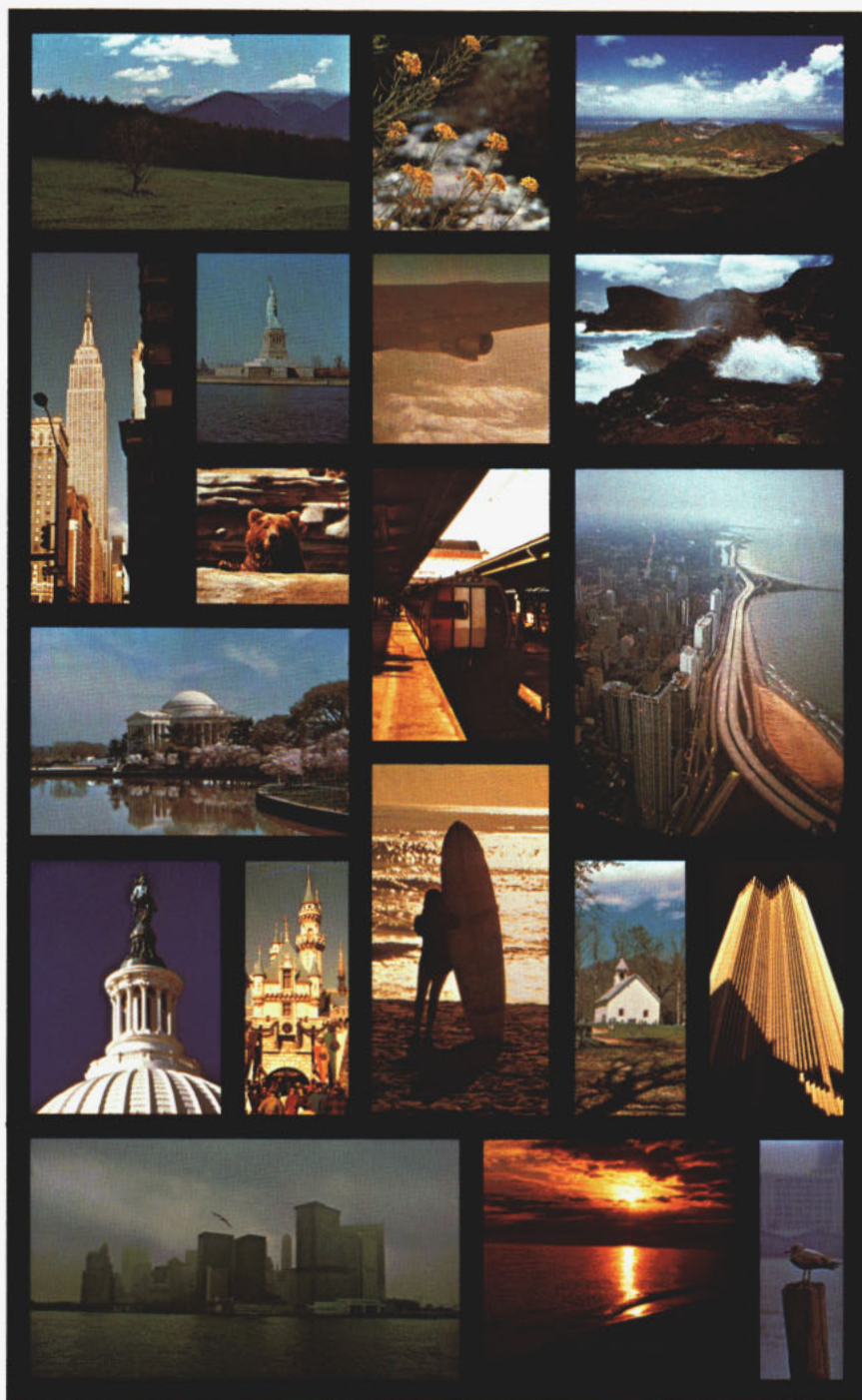
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RIGHT: A future Navyman dreams of the day he'll serve in the ships of the Fleet. Photo by PHCS Ken Bumpus.





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AMERICA